



JODHPUR RAILWAY

ANNUAL REPORT

FOR THE YEAR

1938-39.



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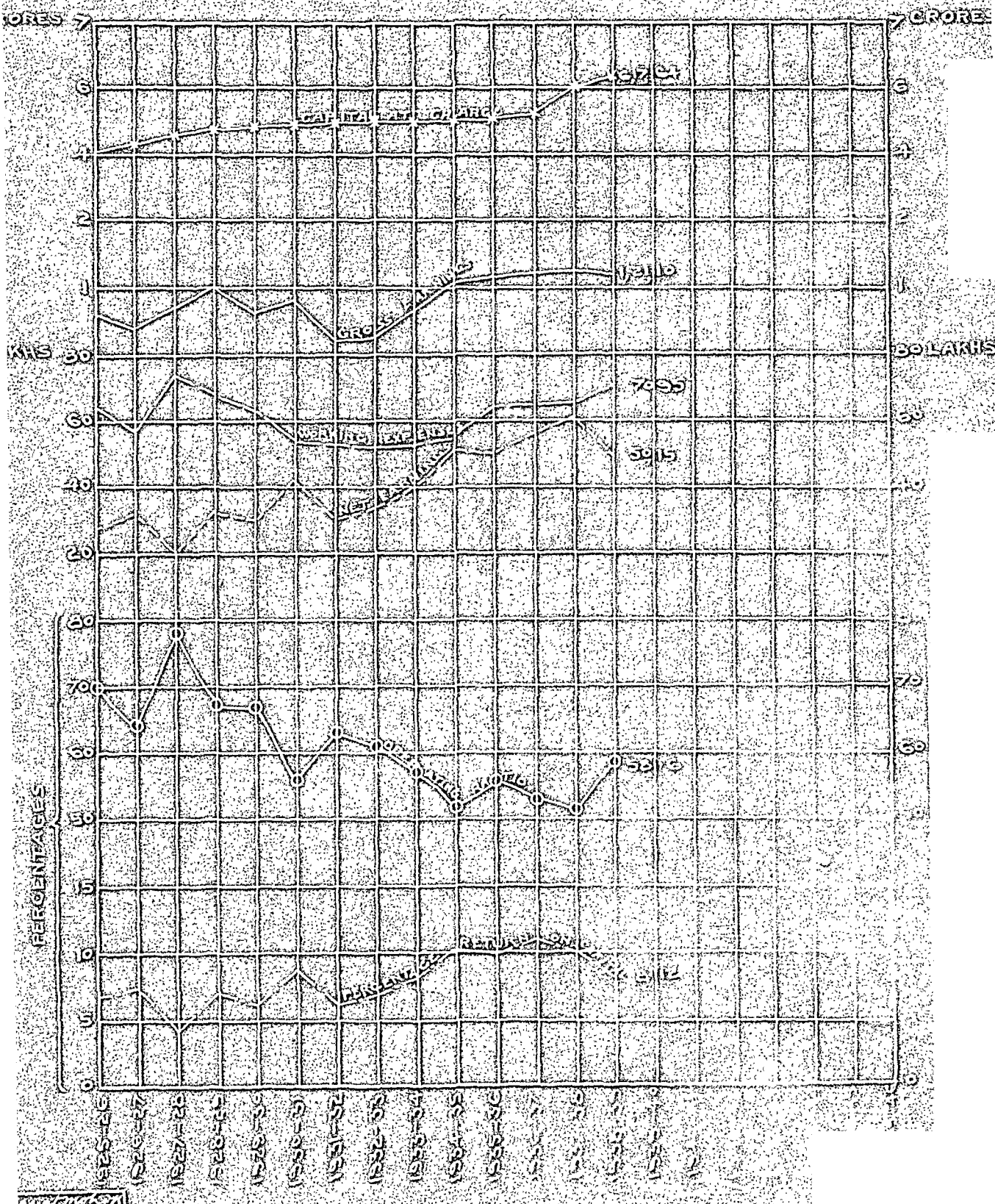
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1939.



FINANCIAL RESULTS OF OPERATION JODHPUR RAILWAY (WHOLE SYSTEM)

OFFICIAL YEAR

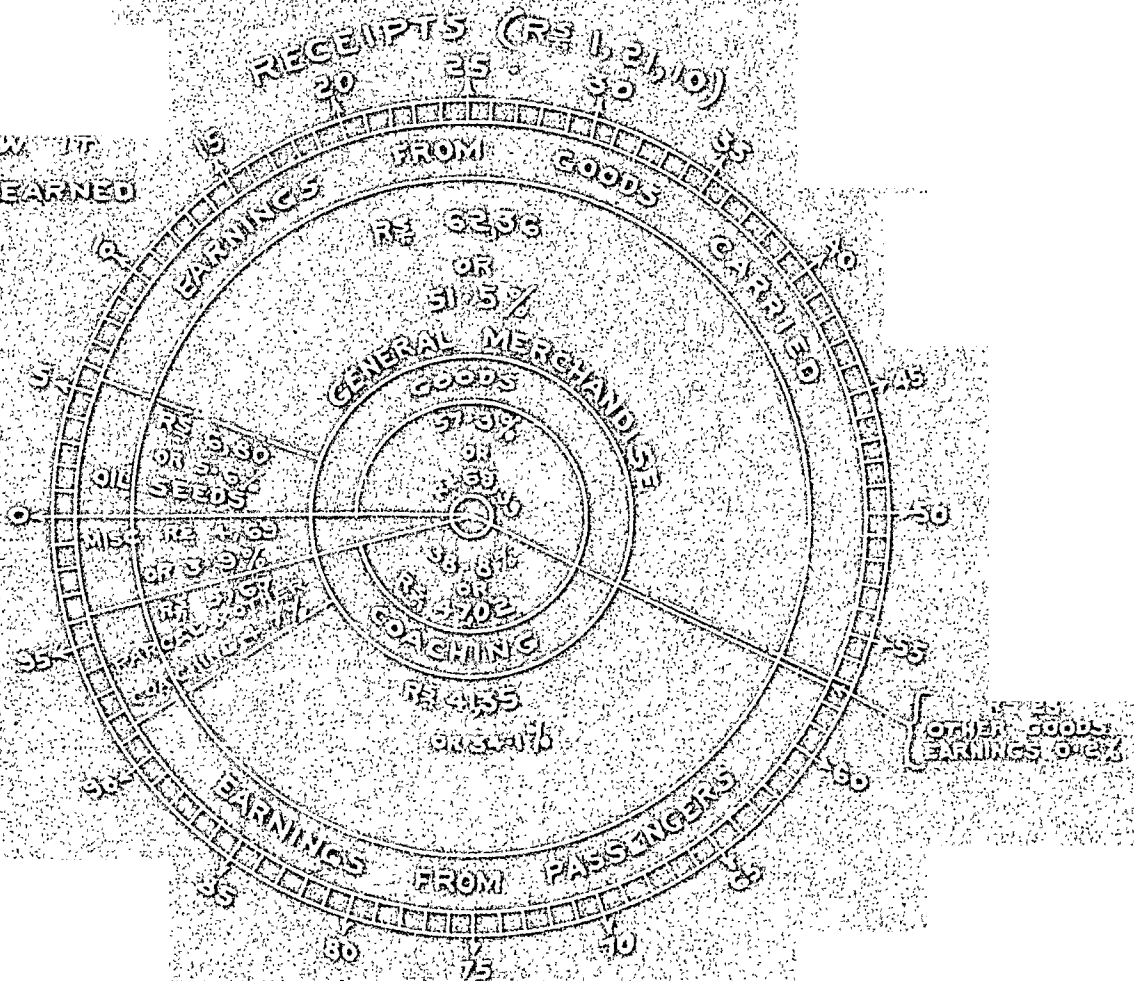
CAPITAL AT CHARGE. ----- IN CRORES
GROSS EARNINGS. ----- IN LAKHS
WORKING EXPENSES. ----- IN LAKHS
NET EARNINGS. ----- IN LAKHS
OPERATING RATIO. ----- IN PERCENTAGE
PERCENTAGE RETURN ON CAPITAL. -----



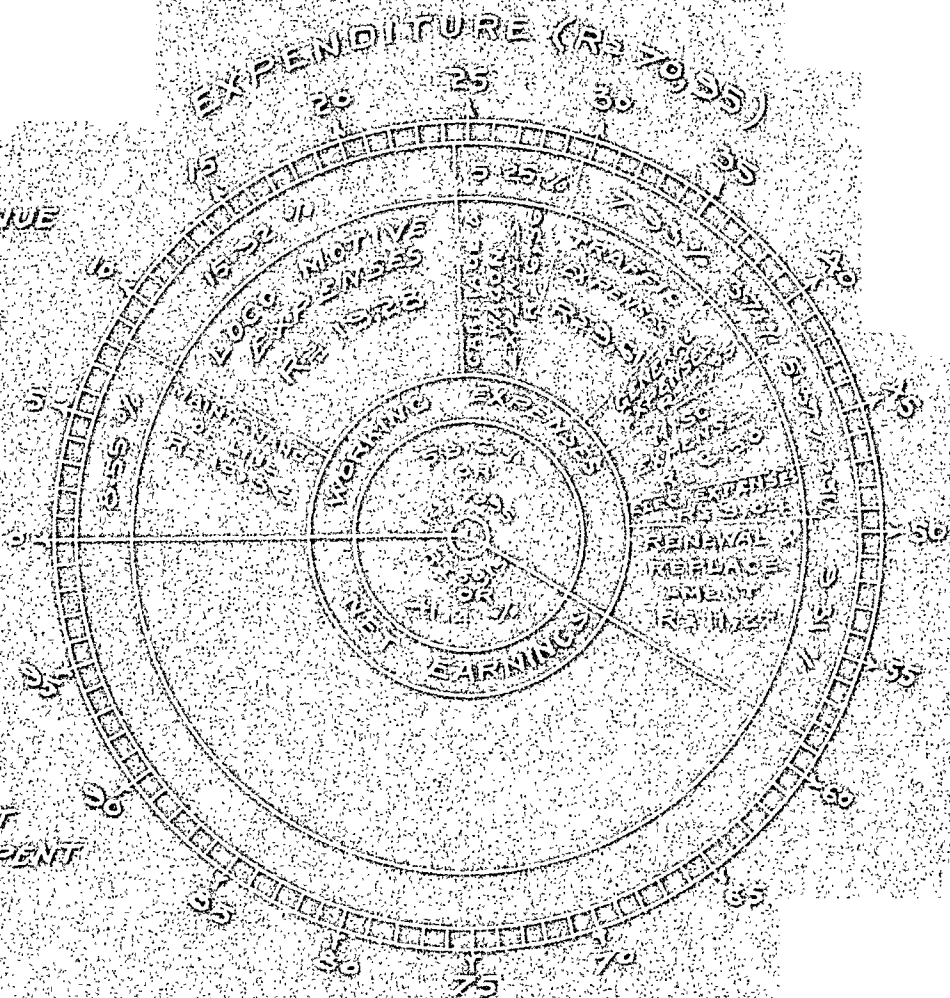
JODHPUR RAILWAY

1953-55
FIGURES IN THOUSANDS

HOW IT
WAS EARNED



REVENUE



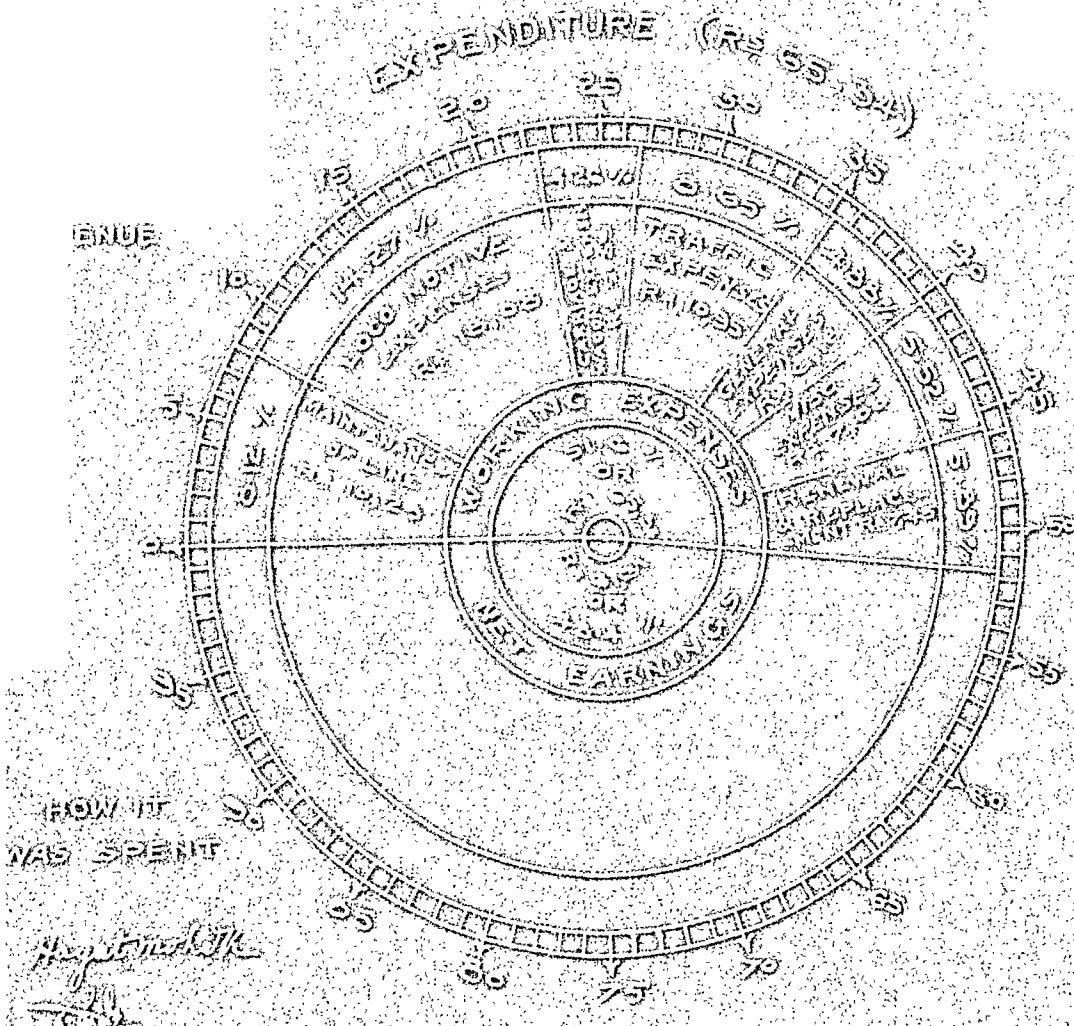
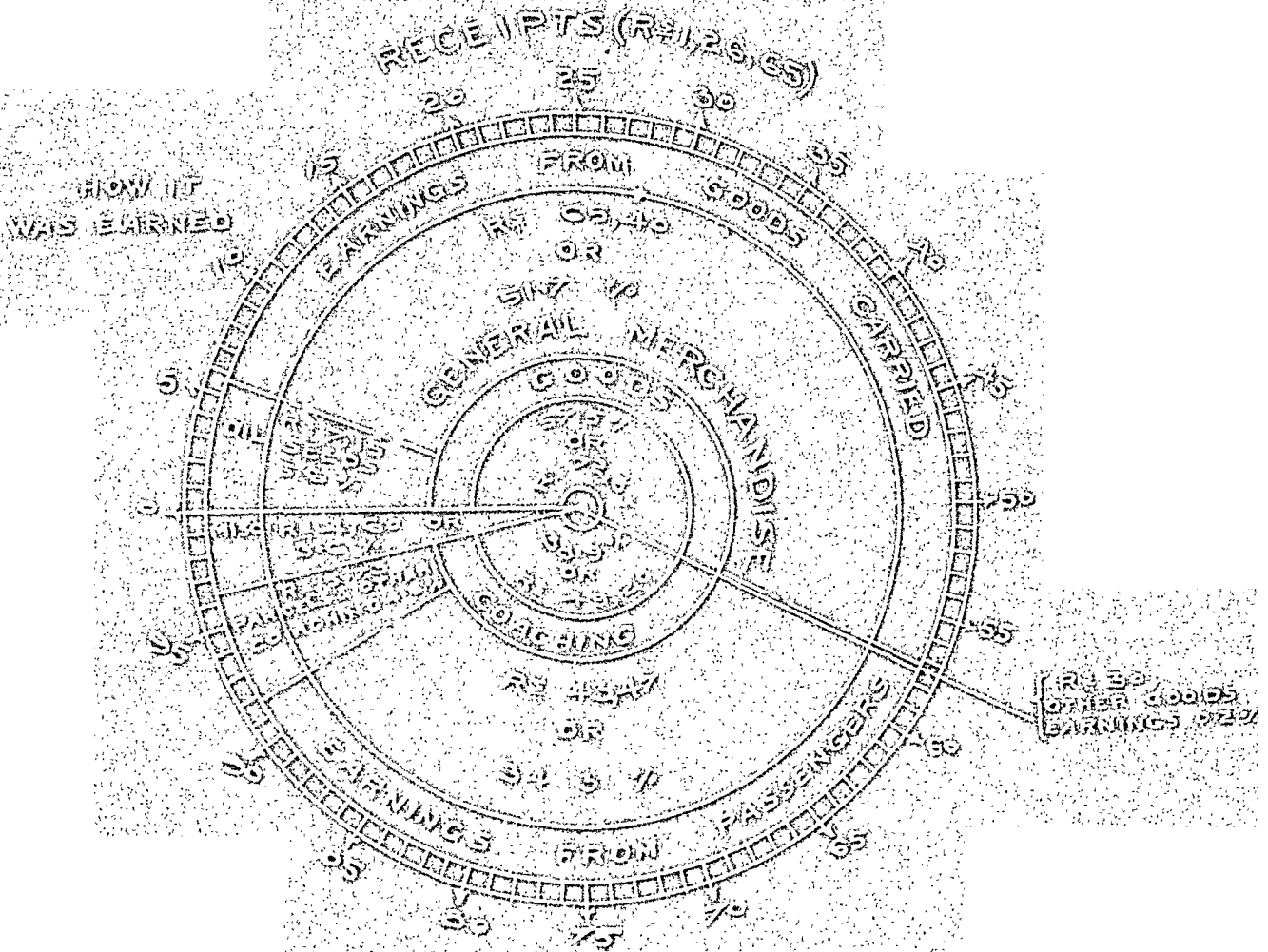
HOW IT
WAS SPENT

Report in 1955

JODHPUR RAILWAY

1937-38

FIGURES IN THOUSANDS



JODHPUR RAILWAY.

No. S. T. 1/297.

Jodhpur, dated the 8th July, 1939.

FROM

MAJOR, J. W. GORDON, C. I. E., O. B. E.,

MANAGER,

JODHPUR RAILWAY,

JODHPUR.

TO

THE SECRETARY,

RAILWAY BOARD,

SIMLA.

SIR,

I have the honour to submit herewith my Report for the Financial year 1938-39 on the General Administration and Financial Results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway.

I have the honour to be,

Sir,

Your most obedient servant,

J. W. GORDON,

Manager,

Jodhpur Railway.

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ANNUAL REPORT.

CHAPTER I.

General Review.

1. The following statement brings into prominence the more important features of the operation of Jodhpur Railway during the year 1938-39 together with similar information for the year 1937-38.

Particulars.	JODHPUR RAILWAY.	
	1937-38.	1938-39.
Mileage Open.—		
1. Single Line	1,054·96	1,065·02
2. Double Line	Nil.	Nil.
3. Total Route Mileage	1,054·96	1,065·02
4. Total Track Mileage	1,234·02	1,245·83
Capital and Revenue Earnings and Expenditure.—		
	Rs.	Rs.
5. Total Capital Outlay including suspense on Open Line	6,06,35,569	6,17,64,053
6. Gross Earnings	1,26,64,827	1,21,10,179
7. Gross earnings per train mile	5·77	5·35
8. Working Expenses	65,34,089	70,94,856
9. Working expenses per train mile	3·00	3·13
10. Net Earnings	61,30,738	50,15,323
11. Percentage of total working expenses to gross earnings	51·6	58·6
12. Percentage of net earnings on total Capital Outlay on Open Line	10·11	8·12
Equipment.—		
	No.	No.
13. Locomotives	107	103
14. Passenger carriages	267	278
15. Other passenger carriages	83	87
16. Goods stock	2,697	2,901

Particulars.	JODHPUR RAILWAY.	
	1937-38.	1938-39.
Equipment.—(Contd.)		
17. Motor Inspection Trolleys	7	7
18. Rail Motor Car for inspection	1	1
Passenger Traffic.		
19. Number of passengers carried	4,926,054 Miles.	4,892,857 Miles.
20. Passenger miles	209,817,097	200,068,198
21. Average journey	42.6	40.9
22. Earnings from passenger- carried excluding refunds	Rs. 43,46,737 Pies.	Rs. 41,34,664 Pies.
23. Average rate charged per passenger per mile	3.98	3.98
24. Total Coaching Earnings	Rs. 49,19,776	Rs. 47,02,107
Goods Traffic.		
25. Number of tons carried	Tons 1,296,762	Tons. 1,322,239
26. Net ton miles	Miles. 184,333,381	Miles. 173,097,754
27. Average haul	142.1	131.0
28. Earnings from tonnage carried	Rs. 72,54,418	Rs. 69,15,835
29. Average rate charged for carrying a ton of goods one mile	Pies. 7.56	Pies. 7.67
30. Total Goods Earnings	Rs. 72,84,832	Rs. 69,39,235
31. Miscellaneous Earnings	Rs. 4,60,219	Rs. 4,68,837
32. Number of employees on 31st March	No. 8,214	No. 8,566
33. Number of stations on 31st March	158	165

2. Job Analysis.—The Office Director of the Stores Department has been deputed from 7th March, 1939 on a special duty to carry out a job analysis of the work of the staff of that Department. The object is to do away with unnecessary work at present being done, if any, and to find out whether or not staff is adequate to carry on the routine work efficiently.

3. Steps taken to improve earnings and reduce working expenses.—

Engineering Department.—

Please refer to para. 62 (B) of Chapter VI.

Loco. Department.—

Please refer to para. 62 (A) of Chapter VI.

Stores Department.—

(a) Please refer to para. 83 (b), (c) and (g) of Chapter VIII. This change though not directly resulting in any reduction of working expenses has

made it possible to deal with the daily increasing work in the Stores Department without asking for any additional staff. This can, therefore, be considered to be a step towards reduction in working expenses.

(b) The post of Yard Foreman has been held in abeyance on the termination of the period of the last incumbent on 28th February, 1939 and temporary arrangements have been made for the time being. Investigation is already being made into the question of permanent arrangement in place of the above vacancy and it is expected this would result in some reduction of working expenses.

Traffic Department.—

(a) Please refer to para. 28 of Chapter IV.

(b) By running of Goods train engines "Dead" *i. e.*, (not in steam), a saving of Rs. 5,000/- has been effected from July, 1938 upto March 31, 1939.

4. **Local Advisory Committee.**—There are no Local Advisory Committees on this Railway.

CHAPTER II.

Financial Results.

5. **Capital invested and return thereon.**—The statement below exhibits capital invested, return on Capital Outlay, Gross Earnings, Net Earnings and Operating Ratio of each of the following Railways comprising the system at the close of the year 1938-39 with similar figures for the previous year.

Railways.	Years.	Total capital outlay including construction and suspense.	Total capital outlay on open line including suspense.	Return on capital outlay given in column 3	Gross Earnings.	Net Earnings.	Operating Ratio.
1	2	3	4	5	6	7	8
		Rs.	Rs.	%	Rs.	Rs.	%
Jodhpur Railway (Jodhpur Section).	{ 1937-38	4,78,80,749	4,78,23,355	8.97	85,26,722	42,92,819	49.7
	{ 1938-39	4,90,49,061	4,89,67,897	7.80	82,49,472	38,26,015	53.6
Jodhpur-Hyderabad Railway (British Section).	{ 1937-38	1,18,41,075	1,18,41,075	14.4	39,16,488	17,04,949	56.5
	{ 1938-39	1,24,14,231	1,18,16,958	8.61	36,59,552	10,68,615	70.8
Mirpurkhas-Khadro Railway.	{ 1937-38	9,71,139	9,71,139	13.7	2,21,617	1,32,970	40.0
	{ 1938-39	9,79,198	9,79,198	12.3	2,01,155	1,20,693	40.0
Total ..	{ 1937-38	6,06,92,963	6,06,35,569	10.10	1,26,64,827	61,30,738	51.6
	{ 1938-39	6,24,43,090	6,17,64,953	8.03	1,21,10,179	50,15,323	58.6

6. **Passenger Traffic Earnings.**—The earnings of Passenger traffic of the several Railways amounted to Rs. 41,34,664/- in the year under review as compared with Rs. 43,46,737/- in the previous year, resulting in the decrease of Rs. 2,12,073/-.

The statement below shows the number of and earnings from passengers carried by classes for the different Railways.

Railways.	Class.	NUMBER.				EARNINGS.			
		1937-38.	1938-39.	Increase.	Decrease.	1937-38.	1938-39.	Increase.	Decrease.
		No.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section)	1st	3,536	3,392	..	144	49,964	45,165	..	4,799
	2nd	19,090	17,511	..	1,579	1,33,086	1,21,211	..	11,875
	Inter.	40,504	39,413	..	1,151	67,249	65,777	..	1,472
Jodhpur-Hyderabad Railway (British Section)	3rd	2,449,661	2,391,785	..	57,876	24,68,487	21,21,861	..	46,623
	1st	1,660	1,458	..	202	13,346	11,224	..	2,122
	2nd	19,986	17,524	..	2,462	63,067	56,822	..	6,245
Mirpurkhas-Khadro Railway	Inter.	133,490	98,928	..	34,562	1,06,496	83,378	..	23,118
	3rd	2,302,800	2,334,462	31,662	..	13,25,368	12,27,751	..	97,617
	1st	32	13	..	19	149	71	..	78
	2nd	728	525	..	203	1,315	1,020	..	295
	Inter.	7,854	6,503	..	1,351	5,185	4,357	..	828
	3rd	213,349	179,203	..	34,143	1,13,023	96,024	..	17,001

There is a general decline in the earnings from passenger traffic in all the four classes. This is due to continued failure of monsoon and famine conditions prevailing.

The increase in the number of 3rd class passenger on Jodhpur-Hyderabad Railway irrespective of decrease in the earnings is due to shorter distance passenger traffic on account of Omnibus service.

7. Goods Traffic Earnings.—The total earnings from goods traffic of the several Railways amounted to Rs. 69,15,835/—, as compared with Rs. 72,54,418/— in the previous year. The decrease is, therefore, Rs. 3,38,583/—.

The tonnage carried in the year under review is 1,322,239 Tons against 1,296,762 Tons in the previous year *i. e.* an increase of 25,477 tons.

The following table shows tons carried and earnings derived therefrom for the various Railways:—

	TONS CARRIED.				EARNINGS.			
	1937-38.	1938-39.	Increase.	Decrease.	1937-38.	1938-39.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section).	973,514	1,003,832	30,318	..	49,58,882	47,34,609	..	2,24,273
Jodhpur-Hyderabad Railway (British Section)	595,461	586,142	..	9,319	22,02,043	20,88,406	..	1,13,637
Mirpurkhas-Khadro Railway	40,969	46,585	5,616	..	93,493	92,820	..	673

Tables below give the tonnage hauled and the earnings thereof for certain commodities during the year under review with similar figures for the year 1937-38 for the Whole System, Jodhpur Railway (J. Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway separately.

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1937—38.

Jodhpur Railway.—(*Whole system*).

Commodities.	1937-38.	1938-39.	1937-38.	1938-39.	D I F F E R E N C E .			
	Tons.	Tons.	Rs	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
<i>Fuel.—</i>								
1. Coal and Coke and patent fuel.—								
(a) For the Public ..	28,213	18,332	75,096	48,013	..	9,881	..	27,083
(b) For Foreign Railways and Home Line construction ..	7,961	4,856	8,996	4,726	..	3,105	..	4,270
Total ..	36,174	23,188	84,092	52,739	..	12,986	..	31,353
2. Oil Fuel ..	5,972	6,179	1,22,794	1,32,855	207	..	10,061	..
3. Firewood and Other fuel	14,794	18,266	32,521	41,495	3,472	..	8,974	..
<i>Heavy Merchandise.—</i>								
4. Rice in the husk ..	756	563	3,983	2,777	..	193	..	1,206
5. Rice not in the husk ..	21,610	23,511	1,96,561	2,01,916	..	1,099	5,355	..
6. Gram and Pulse ..	63,792	51,840	4,52,078	4,31,733	..	11,952	..	20,345
7. Wheat ..	101,743	105,309	5,37,138	5,80,113	3,566	..	42,975	..
8. Jawar and Bajra ..	29,220	37,794	1,79,184	2,41,274	8,574	..	62,090	..
9. Other Grains ..	27,277	21,789	1,94,366	1,33,321	..	5,488	..	61,045
10. Marble and Stone ..	114,448	123,306	3,80,826	4,01,236	8,858	..	23,410	..
11. Salt ..	56,084	36,062	2,65,625	1,73,405	..	20,022	..	92,220
12. Sugar, refined and un-refined ..	34,650	29,503	3,02,778	2,55,433	..	5,147	..	47,345
13. Wood unwrought ..	6,836	7,785	32,313	30,960	949	..	7,647	..
14. Metallic Ores ..	..	..	2	25	..	..	23	..
15. Oil seeds ..	78,669	84,410	7,14,620	6,79,659	5,741	..	..	34,961
16. Cotton Raw Pressed ..	49,580	44,698	5,01,962	4,11,545	..	4,914	..	93,417
17. Petrol (in bulk) ..	4,012	4,135	1,80,667	1,83,965	123	..	3,298	..
18. Kerosene oil (in bulk) ..	1,220	1,095	29,279	28,030	..	125	..	1,249
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise.	592,897	571,768	39,74,382	37,67,392	..	21,129	..	2,06,990
<i>Light Merchandise.—</i>								
21. Cotton Raw Unpressed ..	31,719	25,792	1,88,726	1,44,840	..	5,927	..	43,886
22. Cotton Manufactured ..	13,789	13,615	1,90,519	1,81,809	..	174	..	8,710
23. Fodder ..	18,492	22,367	88,620	1,05,768	3,875	..	17,138	..
24. Fruits and vegetables fresh ..	10,350	13,095	70,259	78,257	2,745	..	8,028	..
25. Gur, Jagree, Molasses, etc. (not in bulk) ..	19,782	13,410	1,82,976	1,31,137	..	6,372	..	51,839
26. Jute Raw ..	47	94	197	369	47	..	172	..
27. Iron and steel wrought ..	16,746	15,809	2,18,046	2,27,517	..	957	9,471	..
28. Kerosene Oil in Tins ..	8,045	7,942	1,70,706	1,65,085	..	103	..	5,621
29. Petrol in tins ..	1,434	1,619	42,008	40,939	185	..	..	1,069
30. Tobacco ..	4,751	4,953	75,687	79,117	202	..	3,430	..
31. Provisions ..	19,929	19,598	2,31,203	2,44,377	..	331	13,174	..
32. Manures (all kinds) ..	144	575	283	1,058	431	..	775	..
33. Total Light Merchandise.	145,248	138,869	14,59,230	14,00,293	..	6,379	..	58,937
34. Other Commodities ..	139,865	124,284	12,32,718	11,31,489	..	15,581	..	1,01,229
35. Total General Merchandise. ..	878,010	834,921	86,66,330	82,99,174	..	43,089	..	3,67,156
36. Military Traffic ..	412	584	8,183	10,845	172	..	2,162	..
37. Live Stock ..	1,837	1,495	22,692	20,842	..	342	..	1,850
38. Railway Materials for Foreign Railways and Home line construction.	133,099	98,445	80,068	74,465	..	34,654	..	5,603
39. Materials and Stores on Revenue Accounts—								
(a) Fuel ..	68,811	76,180	1,67,118	1,91,789	7,369	..	24,671	..
(b) General Stores and Materials ..	157,653	202,981	70,620	92,131	105,328	..	21,511	..
Total ..	226,464	339,161	2,37,738	2,83,920	112,697	..	46,182	..
40. Total all commodities ..	1,296,762	1,322,239	72,54,418	69,15,835	25,477	..	..	3,38,583

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1937-38.

Jodhpur Railway—(J. Section).

Commodities.	1937-38	1938-39	1937-38	1938-39	D I F F E R E N C E .			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
<i>Fuel.—</i>								
1. Coal and Coke and patent fuel.—								
(a) For the Public ..	27,673	17,547	63,011	40,196	..	10,126	..	22,818
(b) For Foreign Railways and Home Line construction ..	7,961	4,786	8,996	4,666	..	3,175	..	4,330
Total ..	35,634	22,333	72,010	44,862	..	13,301	..	27,178
2. Oil Fuel ..	4,721	4,826	85,385	92,539	105	..	7,151	..
3. Firewood and Other fuel ..	5,978	5,521	14,190	11,669	..	451	..	2,630
<i>Heavy Merchandise.—</i>								
4. Rice in the husk ..	256	219	681	492	..	37	..	192
5. Rice not in the husk ..	9,077	9,983	85,201	95,645	906	..	10,447	..
6. Gram and Pulse ..	62,535	50,509	3,53,005	3,59,688	..	11,936	..	23,617
7. Wheat ..	28,614	47,001	1,67,428	2,52,709	18,989	..	95,281	..
8. Jawar and Bajra ..	26,778	33,868	1,65,084	2,23,667	7,090	..	58,683	..
9. Other Grains ..	26,261	21,517	1,51,781	1,17,952	..	4,914	..	46,779
10. Marble and Stone ..	113,251	12,075	3,66,721	3,73,575	8,321	..	6,557	..
11. Salt ..	53,516	32,968	2,53,146	1,58,400	..	20,622	..	91,748
12. Sugar, refined and unrefined ..	30,698	27,163	2,22,526	1,85,489	..	6,235	..	37,037
13. Wood unwrought ..	4,767	6,230	21,341	23,243	1,463	..	6,589	..
14. Metallic Ores ..	..	1	..	16	1	..	..	..
15. Oil Seeds ..	65,427	51,664	5,03,352	4,49,015	..	10,763	..	51,307
16. Cotton Raw Pressed ..	18,472	16,230	2,39,959	1,78,343	..	2,242	..	61,616
17. Petrol (in bulk) ..	3,963	4,072	1,22,631	1,23,458	109	..	1,457	..
18. Kerosene Oil (in bulk) ..	1,071	1,012	20,510	20,373	..	39	..	467
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise ..	444,663	426,324	27,96,051	25,67,431	..	18,339	..	1,29,223
<i>Light Merchandise.—</i>								
21. Cotton Raw Unpressed ..	453	282	4,992	2,937	..	171	..	1,755
22. Cotton Manufactured ..	11,438	11,356	1,37,023	1,33,258	..	82	..	3,765
23. Fodder ..	17,279	17,034	83,216	88,657	..	215	..	5,311
24. Fruits and vegetables fresh ..	7,935	8,391	50,130	51,622	466	..	4,492	..
25. Gur, Jagree, Molasses, etc., (not in bulk) ..	19,422	13,190	1,76,211	1,25,374	..	6,232	..	49,837
26. Jute Raw ..	45	88	181	331	43	..	147	..
27. Iron and Steel wrought ..	12,226	11,237	1,46,331	1,50,587	..	989	..	4,256
28. Kerosene Oil in tins ..	6,464	6,291	1,17,285	1,12,036	..	200	..	5,249
29. Petrol in tins ..	982	1,051	20,769	25,786	69	..	..	983
30. Tobacco ..	3,916	4,136	61,692	66,150	220	..	1,788	..
31. Provisions ..	13,692	13,552	1,55,797	1,62,036	..	139	..	6,239
32. Manures (all kinds) ..	121	261	230	282	140	..	62	..
33. Total Light Merchandise ..	91,006	86,873	9,51,560	9,12,256	..	7,153	..	39,801
34. Other Commodities ..	107,973	96,553	8,41,620	7,86,181	..	11,429	..	55,439
35. Total General Merchandise ..	640,642	609,750	14,99,834	12,65,868	..	36,892	..	2,33,966
36. Military Traffic ..	411	583	5,581	6,862	172	..	1,381	..
37. Live Stock ..	1,828	1,485	22,059	19,191	..	343	..	2,865
38. Railway Materials for Foreign Railways and Home line construction ..	88,604	64,445	58,465	51,805	..	21,169	..	6,660
39. Materials and Stores on Revenue Accounts.—								
(a) Fuel ..	68,268	77,048	1,49,257	1,70,490	8,780	..	21,233	..
(b) General Stores and Materials ..	121,428	217,838	52,071	71,329	96,410	..	19,258	..
Total ..	189,696	294,886	2,01,328	2,41,819	105,190	..	40,491	..
40. Total all commodities ..	973,514	1,003,832	49,58,892	47,34,609	30,318	..	..	2,24,273

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1937—38.

Jodhpur-Hyderabad Railway (British Section.)

Commodities.	1937-38.	1938-39.	1937-38.	1938-39.	D I F F E R E N C E .			
	Tons.	Tons.	Rs.	Rs.	T O N S .		R U P E E S .	
					Increase	Decrease	Increase	Decrease
<i>Fuel.—</i>								
1. Coal and Coke and patent fuel.—								
(a) For the Public ..	10,944	7,451	11,268	7,574	..	3,493	..	3,694
(b) For Foreign Railways and Home Line construction ..	..	..	..	..	..	..	..	..
Total	10,944	7,451	11,268	7,574	..	3,493	..	3,694
2. Oil Fuel	5,536	5,976	36,967	39,835	440	..	2,868	..
3. Firewood and other fuel.	8,837	12,737	14,621	22,542	3,900	..	7,921	..
<i>Heavy Merchandise.—</i>								
4. Rice in the husk ..	752	561	3,107	2,224	..	191	..	883
5. Rice not in the husk ..	22,758	22,114	1,03,834	99,772	..	644	..	4,062
6. Gram and Pulse ..	21,507	23,361	68,178	71,517	1,854	..	3,339	..
7. Wheat	77,380	71,093	3,45,546	3,05,535	..	6,287	..	40,011
8. Jawar and Bajra ..	3,541	4,455	13,413	16,411	914	..	2,998	..
9. Other Grains	8,002	2,871	29,384	15,211	..	5,131	..	14,173
10. Marble and stone ..	5,555	13,125	13,864	26,522	7,570	..	12,658	..
11. Salt	2,575	3,075	12,091	14,530	500	..	2,439	..
12. Sugar, refined and unrefined	27,234	22,504	76,203	65,636	..	4,730	..	10,567
13. Wood unwrought ..	2,715	2,844	10,472	11,293	129	..	821	..
14. Metallic Ores	1	1	2	9	..	..	7	..
15. Oil Seeds	72,825	75,846	2,05,481	2,25,575	3,021	..	20,094	..
16. Cotton Raw Pressed ..	48,886	42,679	2,59,225	2,27,877	..	6,207	..	31,348
17. Petrol (in bulk) ..	4,013	4,134	58,636	60,477	121	..	1,841	..
18. Kerosene Oil (in bulk) ..	1,220	1,095	8,439	7,657	..	125	..	782
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise	298,964	289,758	12,07,875	11,50,246	..	9,206	..	57,629
<i>Light Merchandise.—</i>								
21. Cotton Raw Unpressed.	30,955	25,381	1,83,005	1,41,375	..	5,574	..	41,630
22. Cotton Manufactured ..	5,842	5,478	52,165	47,423	..	364	..	4,742
23. Fodder	1,403	6,339	5,086	16,343	4,931	..	11,257	..
24. Fruits and vegetables fresh	4,160	5,118	19,627	21,966	958	..	2,339	..
25. Gur, Jagree, Molasses, etc., (not in bulk) ..	2,026	1,435	7,069	5,313	..	591	..	1,756
26. Jute Raw	3	6	13	28	3	..	15	..
27. Iron and Steel wrought.	11,768	11,915	70,241	75,511	147	..	5,270	..
28. Kerosene Oil in tins ..	7,710	7,634	52,498	51,989	..	76	..	509
29. Petrol in tins	1,209	1,301	15,208	15,105	92	..	..	103
30. Tobacco	2,034	2,230	20,724	22,268	196	..	1,544	..
31. Provisions	10,633	11,305	72,811	80,170	672	..	7,359	..
32. Manures (all kinds) ..	22	314	19	261	292	..	242	..
33. Total Light Merchandise.	77,770	78,456	4,98,466	4,77,752	686	..	..	20,714
34. Other Commodities ..	63,429	54,461	3,72,566	3,25,157	..	8,968	..	47,409
35. Total General Merchandise	440,163	422,675	20,78,907	19,53,155	..	17,488	..	1,25,752
36. Military Traffic	410	557	2,602	3,383	147	..	781	..
37. Live Stock	40	233	625	1,577	193	..	952	..
38. Railway Materials for Foreign Railways and Home line construction	60,360	42,592	21,550	19,565	..	17,768	..	1,985
39. Materials and Stores on Revenue Accounts.—								
(a) Fuel	20,924	24,722	17,861	21,299	3,798	..	3,438	..
(b) General Stores and Materials	48,247	69,199	17,642	19,476	20,952	..	1,834	..
Total	69,171	93,921	35,503	40,775	24,750	..	5,272	..
40. Total all commodities ..	595,461	556,142	22,02,043	20,88,403	..	9,319	..	1,13,637

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1937-38.

Jodhpur Railway.—(Mirpurkhas-Khadro Branch.)

Commodities.	1937-38.	1938-39.	1937-38.	1938-39.	D I F F E R E N C E .			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
<i>Fuel.—</i>								
1. Coal and Coke and patent fuel.—								
(a) For the public ..	979	365	784	243	..	614	..	541
(b) For Foreign Railways and Home Line construction ..	..	70	..	60	70	..	60	..
Total ..	979	435	784	303	..	544	..	481
2. Oil Fuel ..	127	111	442	481	..	16	39	..
3. Firewood and Other fuel.	3,400	5,911	3,710	7,393	2,511	..	3,683	..
<i>Heavy Merchandise.—</i>								
4. Rice in the husk ..	53	23	192	61	..	30	..	131
5. Rice not in the husk ..	2,744	2,248	7,526	6,496	..	496	..	1,030
6. Gram and Pulse ..	112	90	295	228	..	22	..	67
7. Wheat ..	17,105	10,866	34,164	21,869	..	6,239	..	12,295
8. Jawar and Bajra ..	317	605	687	1,196	288	..	509	..
9. Other Grains ..	90	62	251	163	..	28	..	93
10. Marble and stone ..	109	4,339	241	4,136	4,230	..	3,895	..
11. Salt ..	151	166	386	475	16	..	89	..
12. Sugar, refined and unrefined ..	1,174	1,476	4,049	4,303	302	..	259	..
13. Wood unwrought ..	248	225	497	424	..	23	..	73
14. Metallic Ores ..	..	..	..	..	..	..	..	..
15. Oil seeds ..	3,138	3,457	5,787	5,039	319	..	..	748
16. Cotton Raw Pressed ..	1,989	1,624	5,778	5,325	..	365	..	453
17. Petrol (in bulk) ..	..	..	..	..	..	..	..	..
18. Kerosene oil (in bulk) ..	..	..	..	..	..	..	..	..
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise.	27,230	25,181	59,853	49,715	..	2,049	..	10,138
<i>Light Merchandise.—</i>								
21. Cotton Raw Unpressed ..	352	194	1,029	528	..	158	..	501
22. Cotton manufactured ..	293	242	1,331	1,128	..	51	..	203
23. Fodder ..	164	427	318	853	263	..	540	..
24. Fruits and vegetables fresh ..	177	2,425	502	1,699	2,248	..	1,197	..
25. Gur, Jagree, Molasses, etc., (not in bulk) ..	372	215	696	450	..	157	..	246
26. Jute Raw ..	..	3	..	10	3	..	10	..
27. Iron and steel wrought ..	385	380	1,474	1,419	..	5	..	55
28. Kerosene oil in tins ..	248	286	923	1,060	38	..	137	..
29. Petrol in tins ..	4	7	31	48	3	..	17	..
30. Tobacco ..	59	86	271	399	27	..	128	..
31. Provisions ..	799	631	2,595	2,171	..	168	..	424
32. Manures (all kinds) ..	22	314	34	515	292	..	481	..
33. Total Light Merchandise.	2,875	5,210	9,204	10,285	2,335	..	1,081	..
34. Other Commodities ..	4,069	4,857	18,532	20,151	788	..	1,619	..
35. Total General Merchandise ..	34,174	35,248	87,589	80,151	1,074	..	..	7,438
36. Military Traffic ..	..	..	..	..	..	..	..	..
37. Live stock ..	2	7	8	71	5	..	63	..
38. Railway Materials for Foreign Railways and Home line construction.	97	3,269	53	3,095	3,172	..	3,042	..
39. Materials and Stores on Revenue Accounts.—								
(a) Fuel ..	..	..	..	..	..	..	..	..
(b) General Stores and Materials ..	2,190	1,604	907	1,326	..	586	419	..
Total ..	2,190	1,604	907	1,326	..	586	419	..
40. Total all commodities ..	40,999	46,585	93,493	92,820	5,616	..	..	673

The explanations of increases and decreases are given for the whole system.

INCREASES.

Oil Fuel:—Notwithstanding a decrease of Rs. 6,130/- in traffic *via* Hyderabad (Sind) to *via* Chilo due to division of Mandi Dabwali and Chautala Road station traffic by the Broad-Gauge route from Karachi, an increase of Rs. 10,061/- is noticed. This is due to (1) increased traffic from *via* Hyderabad (Sind) to *via* Kuchaman Road, Phulad and Marwar Junction and (2) increased traffic from *via* Hyderabad (Sind) to stations on Jodhpur Railway, on account of greater use of Diesel Oil due to expansion of Industry. This is steadily increasing traffic.

Firewood and other Fuel:—The increase of Rs. 8,974/- is due to heavy demand of Fuel at stations beyond Hyderabad (Sind) from stations in the Sind area on Jodhpur Railway.

Rice not in the husk: The increase of Rs. 5,355/- is due to greater demand of Sind rice in territories beyond Marwar Junction and Phulad from stations on N. W. Railway *via* Hyderabad (Sind).

Wheat:—Notwithstanding a decrease of Rs. 52,306/- on British Section there is an increase of Rs. 42,975/- which is due to larger imports of this commodity into the Marwar territory on account of famine conditions prevailing. The decrease on British Section is partly due to less cross traffic from *via* Kuchaman Road to *via* Hyderabad (Sind) and *via* Chilo to *via* Hyderabad (Sind) and partly to less exports from stations in Sind area on account of less production.

Jawar and Bajra:—The increase of Rs. 62,090/- is due to greater traffic from *vias* Marwar Junction, Kuchaman Road and Hyderabad (Sind) to stations on Jodhpur Railway (J. Section) due to greater demand for this commodity being famine conditions prevailing in Marwar.

Marble and Stone:—The increase of Rs. 23,410/- is the result of greater export of this commodity from the following directions:—

- (1) Jodhpur Railway stations to *via* Hyderabad (Sind).
- (2) Jodhpur Railway stations to stations on Jodhpur-Hyderabad Railway and Mirpurkhas-Khadro Railway.

This is due to stone traffic to Karachi and chiefly ballast traffic from Jasai to stations in Sind for road development traffic.

Wood Unwrought:—The increase of Rs. 7,647/- is due to more imports from *via* Hyderabad (Sind) and Kuchaman Road to stations on Jodhpur Railway. This is due partly to construction works carried out as famine relief works and partly due to enhancement of freight on imported timber.

Fodder:—The increase of Rs. 17,138/- is chiefly due to the following movements of traffic:—

- (1) Cross traffic from *via* Kuchaman Road to *via* Hyderabad (Sind).
- (2) Cross traffic from *via* Kuchaman Road to *via* Sujangarh in Bikaner territory.

- (3) Cross traffic from *via* Kuchaman Road to *via* Chilo in Bikaner territory.
- (4) Inward traffic from *via* Hyderabad (Sind) to stations on the British Section.
- (5) Local traffic on stations of Jodhpur and Jodhpur-Hyderabad Railways.
- (6) Outward traffic from Jodhpur-Hyderabad Railway to *via* Marwar Junction.

The variation in the booking of fodder depends on a constantly fluctuating demand according to whether fodder crops are good or bad.

Fruits and Vegetables, Fresh:—The increase of Rs. 8,028/- is due to improved traffic from *vias* Marwar Junction and Phulad to *via* Hyderabad (Sind).

Iron and Steel wrought:—The increase of Rs. 9,471/- is due to development in traffic from (1) *via* Hyderabad (Sind) to *via* Kuchaman Road, (2) *via* Hyderabad (Sind) to *via* Sujangarh and (3) *via* Hyderabad (Sind) to stations on Jodhpur Railway (J. Section).

The increased traffic appears to be due to greater traffic in machinery from Karachi.

Provisions:—The increase of Rs. 13,174/- is due to rise in the following traffic:—

- (1) From *via* Hyderabad (Sind) to *via* Chilo.
- (2) „ „ „ „ „ „ Marwar Junction.
- (3) „ „ „ „ „ „ stations on Jodhpur Railway (J. Section).

Fuel on Revenue account:—The increase of Rs. 24,671/- is due to greater receipt of coal on account of more engine mileage run.

General Stores and Materials (Revenue account):—The increase of Rs. 21,511/- is due to more Revenue works having been carried out this year.

DECREASES

Coal and Coke for the Public.—The decrease of Rs. 27,083/- is due to a big fall in the Inward traffic from *via* Kuchaman Road to stations on Jodhpur Railway system and also from *via* Kuchaman Road to *via* Chilo.

The decreased demand on Jodhpur Railway (J. Section) at Bhavi and Marwar Pali is due to failure of Cotton Crops. On Jodhpur-Hyderabad Railway (British Section) Cotton seed husk has been used as fuel in Ginning Factories at Tando Jam, Tando Allahyar, Mirpur Khas and Jhol. For the reasons given above less Coal was carried this year.

Gram and Pulse.—The decrease of Rs. 20,345/- is due to decreases in the following directions. This is mainly attributable to less yield in Bikaner territory being scarcity of rains:—

- (1) *Via* Chilo to *via* Hyderabad (Sind).
- (2) *Via* Sujangarh to *via* Marwar Junction.

- (3) *Via* Chilo to *via* Marwar Junction
- (4) *Via* Kuchaman Road to Jodhpur Railway stations.
- (5) *Via* Sujangarh to Jodhpur Railway stations.

The decreases were greatly counter-balanced by increases in the following directions:—

- (1) *Via* Kuchaman Road to *via* Hyderabad (Sind).
- (2) *Via* Marwar Junction to *via* Chilo.
- (3) *Via* Marwar Junction to *via* Sujangarh.
- (4) Local traffic on stations of Jodhpur Railway (J. Section).
- (5) Jodhpur Railway (J. Section) stations to *via*s Kuchaman Road, Sujangarh, Chilo and Hyderabad (Sind).
- (6) *Via* Marwar Junction to stations on Jodhpur Railway (J. Section.)

The increases are partly due to better harvest in Sanchoore District from where it was brought to Raniwara and Marwar Bhinmal for despatch by Rail.

Other Grains:—The decrease of Rs. 61,045/- is due to falling off in traffic from the following directions:—

- (1) *Via* Kuchaman Road to *via* Hyderabad (Sind).
- (2) *Via* Chilo to *via* Hyderabad (Sind).
- (3) *Via* Chilo to *via* Marwar Junction.
- (4) *Via* Sujangarh to *via* Marwar Junction.
- (5) *Via* Hyderabad (Sind) to stations on Jodhpur-Hyderabad Railway.
- (6) *Via* Chilo to stations on Jodhpur Railway (J. Section).

The above decreases were partly counter-balanced by the following increases:—

- (1) *Via* Kuchaman Road to Stations on Jodhpur Railway (J. Section).
- (2) *Via* Marwar Junction to stations on Jodhpur Railway (J. Section).
- (3) *Via* Sujangarh to stations on Jodhpur Railway (J. Section).

(4) *Via* Phulad to stations on Jodhpur Railway (J. Section).

(5) From stations on Jodhpur Railway (J. Section) to stations on British Section.

Salt:—The decrease of Rs. 92,220/- is mainly due to falling off in traffic from Pachpadra to stations beyond *via* Kuchaman Road and Marwar Junction. The main cause of this decline in salt traffic from Pachpadra was that the salt department allowed purchasers of every 10 wagons of ordinary salt from Sambhar, the privilege of purchasing a quantity of Reshta salt at concession rates, the same privilege not being extended to purchasers of Pachpadra salt.

The Central Board of Revenue has, however, since agreed to the issue of Reshta and Pan salt to traders who purchase salt from Pachpadra on the same terms and conditions as those on which salt is issued to purchasers of Kyar salt from Sambhar. This is expected to considerably increase salt bookings from Pachpadra from the date the system will be introduced.

Sugar, refined and unrefined:—The decrease of Rs. 47,345/- is due to less imports of sugar from *via* Kuchaman Road to *via* Hyderabad (Sind) and *via* Kuchaman Road to stations on Jodhpur Railway (J. Section).

Due to failure of cane crop the prices rose, consequently traders placed orders according to public demand only.

Oil Seeds:—The decrease of Rs. 34,961/- is due to the drop in the following directions:—

- (1) *Via* Chilo to *Via* Hyderabad (Sind).
- (2) Jodhpur-Hyderabad Railway stations to *via* Kuchaman Road.
- (3) Jodhpur-Hyderabad Railway stations to *via* Marwar Junction.
- (4) Jodhpur-Hyderabad Railway stations to *via* Phulad.
- (5) *Via* Hyderabad (Sind) to Jodhpur-Hyderabad Railway.
- (6) Mirpurkhas-Khadro Railway to Jodhpur Railway (J. Section).
- (7) Local traffic on Jodhpur Railway (J. Section) stations.

The decreases were greatly counter-balanced by increases in the following directions:—

- (1) Jodhpur-Hyderabad Railway stations to *via* Hyderabad (Sind).
- (2) Jodhpur-Hyderabad Railway stations to *via* Chilo.
- (3) Jodhpur-Hyderabad Railway stations to Jodhpur Railway (J. Section).

- (4) Mirpurkhas-Khadro Railway stations to *via* Chilo.
- (5) Mirpurkhas-Khadro Railway stations to *via* Sujangarh.
- (6) *Via* Marwar Junction to Jodhpur Railway (J. Section).
- (7) *Via* Kuchaman Road to Jodhpur Railway (J. Section).
- (8) *Via* Kuchaman Road to *via* Chilo.
- (9) *Via* Marwar Junction to *via* Chilo.
- (10) *Via* Kuchaman Road to *via* Hyderabad (Sind).
- (11) *Via* Hyderabad (Sind) to Jodhpur Railway (J. Section).
- (12) Local traffic on Jodhpur-Hyderabad Railway.

The decrease in earnings as a whole is due to the fact that the traffic was carried for shorter distances.

Fall in Jodhpur Railway earnings is the result of scarcity of rains on account of which cattle were carried out of Marwar for grazing purposes.

Cotton Raw pressed:—The decrease of Rs. 93,417/- is due to a big falling off in traffic from *via* Kuchaman Road to *via* Hyderabad (Sind) and *via* Chilo to *via* Hyderabad (Sind). The decrease would have been still greater had it not been off set by an increase in traffic from *via* Marwar Junction to *via* Hyderabad (Sind).

Cotton Raw unpressed:—The decrease of Rs. 43,886/- is due to a big fall in Phutty traffic carried from stations in Sind area. Partial failure of Cotton crop is also responsible for this.

Cotton manufactured:—The decrease of Rs. 8,710/- is due to reduction in traffic from *via* Marwar Junction to *vias* Hyderabad (Sind) and Sujangarh.

Gur, Jagree, Molasses (not in bulk):—The decrease of Rs. 51,839/- is due to a big fall in the imports from *via* Kuchaman Road to stations on Jodhpur Railway (J. Section). The reasons given under Sugar holds good.

Kerosene Oil:—There is a total decrease of Rs. 6,870/- (Rs. 1,249/- Kerosene Oil in bulk + Rs. 5,621/- Kerosene Oil in tins). It is chiefly due to less cross traffic from *via* Hyderabad (Sind) to *via* Kuchaman Road.

Railway Materials for Foreign Railways and Home Line construction:—The decrease of Rs. 5,603/- is due to less carriage of Home Railway Stores on Capital account.

8. **Analysis of working expenses:**—The working expenses of all the Railways comprising the system were Rs. 70,94,856/- in the year under review against Rs. 65,34,089/- in the previous year.

The following table shows the working expenses by Departments:—

Departments.	Works.	WHOLE SYSTEM.			
		1937-38.	1938-39.	DIFFERENCE.	
				Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of way and works ..	10,28,635	10,35,927	7,292	..
Locomotive ..	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power ..	18,07,684	19,27,607	1,19,923	..
Carriage and Wagon.	Maintenance and Renewal of Carriage and Wagon stock ..	5,39,368	6,35,650	96,282	..
Traffic ..	Commercial and Transportation ..	10,95,145	9,61,031	..	1,34,114
Agency and others.	Management, Audit, Medical, Stores and Police ..	6,18,426	4,53,202	..	1,65,224
Miscellaneous ..	Law charges, compensation, contribution to Provident Fund etc. ..	6,99,498	6,50,545	..	48,953
Electrical service ..	Expenses ..	..	3,03,513	3,03,813	..
	Total ordinary expenses ..	57,88,756	59,67,775	1,79,019	..
	Replacement and Renewals ..	7,45,333	11,27,081	3,81,748	..
	Grand Total ..	65,34,089	70,94,856	5,60,767	..

Engineering:—The increase of Rs. 7,292/- under this head is made up as shown below:-

- (a) General Administration .. Rs. + 15,650/-
 (b) Ordinary Repairs and Maintenance .. Rs. -8,358/-

(a) *General Administration:*—The increase of Rs. 15,650/- is due to:—

- (1) More temporary staff having been engaged in 1938-39 than in 1937-38.
- (2) Larger expenditure having been incurred on travelling allowance in 1938-39 than in 1937-38.
- (3) Expenditure on "Leave allowances" and "Passages" of the Engineering Department which was debited to Abstracts F and G in 1937-38 having been debited to Abstract A in 1938-39 in accordance with the new Classification Rules.
- (4) Expenditure having been incurred on new forms and on Engineering Establishment Manual in 1938-39.

(b) *Ordinary Repairs and Maintenance*:—The decrease of Rs. 8,358/- is due to:—

- (1) Change of allocation under which the cost of fastenings of rails and sleepers which was debited to this head in 1937-38 having been debited to Replacement and Renewals in 1938-39 in accordance with the new Classification Rules.
- (2) Revision of Cadre.
- (3) No expenditure having been incurred in 1938-39 on remedial measures on Samdari Raniwara line whereas an expenditure of Rs. 3,141/- was incurred in 1937-38.
- (4) Expenditure on account of Repairs and Maintenance charges of Motor trollies pertaining to the years 1936-37 and 1937-38 having been debited to this head in 1937-38.
- (5) Expenditure on Maintenance of Electric installations having been transferred to Abstract H from the year 1938-39 in accordance with the New Classification Rules.
- (6) Annual Repairs of staff quarters for 1936-37 having been carried out in the official year 1937-38.
- (7) No expenditure having been incurred in 1938-39 on repairs to stone pitching on Tees on Jawai River Band whereas an expenditure of Rs. 3,621/- was incurred in 1937-38.
- (8) Building of cattle loading platforms and kutchha motor ramps at certain stations in 1937-38.
- (9) Painting of telegraph and gradient posts on main line and Jamrao-Jhudo line and pale fencing at Mirpurkhas in 1937-38 against Mirpurkhas-khadro Railway only 1938-39.

Locomotive:—The increase of Rs. 1,19,923/- under this head is made up as shown below:—

(a) General Administration	..	.. Rs. 8,196/-
(b) Ordinary Repairs and Maintenance	..	.. Rs. 20,808/-
(c) Operating Expenses	..	.. Rs. 90,919/-

(a) *General Administration*:—The increase of Rs. 8,196/- is due to:—

- (1) Posts of Senior Loco officers having been filled up by Junior officers upto November 1937.
- (2) Expenditure on account of "Leave allowances" and "Passages" which was charged to Abstracts F and G in 1937-38 having been charged to Abstract B from 1938-39 in accordance with the New Classification Rules.

(b) *Ordinary Repairs and Maintenance*:—The increase of Rs. 20,808/- is due to:—

- (1) Expenditure on pump fitting and repairs which was debited to Operating Expenses in 1937-38 having been debited to Ordinary Repairs and Maintenance in 1938-39.
- (2) Credit having been received in 1937-38 on account of adjustment in that year of expenditure on Repairs and Maintenance of Rail Cars in 1936-37.

- (3) Introduction of revised rules of allocation by which the cost of certain works, which was debited to Capital in 1937-38 was debited to Ordinary Repairs and Maintenance in 1938-39.

(c) *Operating Expenses*:-The increase of Rs. 90,919/- is due to:—

- (1) Increase of cost of coal and more engine miles run resulting in heavier consumption of coal.
- (2) More stores drawn by Sheds.
- (3) Heavier credits received in 1937-38 through Stock Adjustment Account.

Carriage and Wagon:—The increase of Rs. 96,282/ under this head is made up as shown below:—

(a) General Administration.	.....	Rs. + 12,389/-
(b) Ordinary Repairs and Maintenance.	....	Rs. + 83,929/-
(c) Operating Expenses.	....	Rs. - 36/-

(a) *General Administration*:—The excess of Rs. 12,389/- is due to:-

- (1) Posts of Senior Loco. officers having been filled up by Junior officers upto November 1937.
- (2) The pay of Carriage and Vacuum Inspector having been charged to General Administration in accordance with the New Classification Rules.
- (3) Expenditure on account of "Leave allowances" and "Passages" charged to Abstracts F and G in 1937-38 having been charged to Abstract C in 1938-39.

(b) *Ordinary Repairs and Maintenance*:—The increase of Rs. 83,929/- is due to:-

- (1) Heavy credit afforded to this head during 1937-38 on account of the introduction of Carriage and Wagon Wheels Imprests.
- (2) Expenditure in connection with Repairs and Maintenance of Workshop Machinery which was debited to different Abstracts in 1937-38 having been debited to Ordinary Repairs and Maintenance.
- (3) Certain adjustments of works which were debited to Capital in 1937-38 having been debited to Ordinary Repairs and Maintenance in 1938-39.

(c) *Operating Expenses*:—The saving of Rs. 36/- being trifling calls for no remarks.

Traffic:—The decrease of Rs. 1,34,114/- is distributed as under:-

(a) General Administration.	....	Rs. + 20,939/-
(b) Ordinary Repairs and Maintenance.	....	Rs. + 4,097/-
(c) Operating Expenses.	....	Rs. - 1,59,150/-

(a) *General Administration*:-The increase of Rs. 20,939/- is due to:-

- (1) Engagement of extra staff in office and the usual annual increments in 1938-39.
- (2) Expenditure on "Leave Allowances" and "Passages" of the Traffic Department which was debited to Abstracts F and G in 1937-38 having been debited to Abstract E in 1938-39.
- (3) Increase in the Cadre of traffic officers.

(b) *Ordinary Repairs and Maintenance*:-The increase of Rs. 4,097/- is due to:-

- (1) Pay of weighing machine staff debited to "Operating Expenses" in 1937-38 having been debited to "Ordinary Repairs and Maintenance" in 1938-39.
- (2) More repairs to tools and plant in 1938-39 than in 1937-38.

(c) *Operating Expenses*:-The decrease of Rs. 1,59,150/- is due to:-

- (1) Pay of a Traffic Inspector who was employed in connection with a Construction having been debited to the Construction.
- (2) Payment of 15 days' presumptive pay in 1937-38 under the Payment of Wages Act.
- (3) Electric charges in trains debited to Operating Expenses in 1937-38 having been debited to Abstract H from 1938-39.
- (4) Printing of revised Traffic Manual and new Establishment Manual in 1937-38.
- (5) Less expenses at out-agencies in 1938-39.
- (6) Recovery from the Udaipur-Chitorgarh Railway in 1938-39 of arrears of Phulad Joint station expenses.
- (7) Less payment having been made on account of conference hire and penalty charges to Foreign Railways.
- (8) More credit received on account of compensation for goods etc., lost or damaged in 1938-39.

Agency and Others:-The decrease of Rs. 1,65,224/- is made up as shown below:-

(a) General Administration.	Rs. - 64,913/-
(b) Ordinary Repairs and Maintenance	Rs. - 1,00,311/-

(a) *General Administration*:-The decrease of Rs. 64,913/- is due to:-

- (1) Abolition of the post of Assistant Secretary to the Manager from 22nd December, 1937.
- (2) Expenditure on account of "Leave allowances" of officers charged to Abstract F in 1937-38 having been charged in 1938-39 to Abstracts to which their pay was charged.
- (3) Pay of signallers charged to Abstract F in 1937-38 having been charged to Abstract H in 1938-39.

(b) *Ordinary Repairs and Maintenance*.—The decrease of Rs. 1,00,311/- is mainly due to payments to the Government Telegraph Department for rent maintenance etc., charged to Abstract F in 1937-38 having been charged to Abstract H in 1938-39.

Miscellaneous.—The decrease of Rs. 48,953/- is made up as shown below:—

(a) General Administration	..	..	Rs. - 52,562/-
(b) Operating Expenses	..	..	Rs. + 3,609/-

(a) *General Administration*.—The decrease of Rs. 52,562/- is due to:—

- (1) Less bonus paid to staff and officers during 1938-39.
- (2) Less payment of gratuities in 1938-39 than in 1937-38.
- (3) More credit afforded on account of "Unpaid Wages" in 1938-39 than in 1937-38.
- (4) Expenditure on "Passages" charged to Abstract G in 1937-38 having been charged to other Abstracts in 1938-39.
- (5) Closing of the Jodhpur Railway European Day School from 1938-39.

(b) *Operating Expenses*.—The increase of Rs. 3,609/- is due to:—

- (1) More materials having been purchased during 1938-39 involving more freight than in 1937-38.
- (2) More losses on light and base coins during 1938-39 than in 1937-38.

Electrical Department.—As Abstract H was introduced for the first time in 1938-39 there is no comparison to be made with the previous year's expenditure.

Replacement and Renewals.—The increase of Rs. 3,81,748/- is due to:—

- (1) More expenditure incurred in connection with P. W. Units in 1938-39.
- (2) Write back in connection with 30 miles relaying on Jodhpur-Hyderabad Railway and remodelling West End at Mirpurkhas.
- (3) Condemnation of two Q class engines.
- (4) Late receipt of one P class boiler indented in 1937-38 and replacement of two P class and one F and F. O. Boiler.
- (5) Replacement of more machines in 1938-39 than in 1937-38.
- (6) Write back of cost of five Brake Vans and the re-building of four Goods Brake Vans.

The figures of working expenses are further analysed as under:—

H e a d s .	1937-38	1938-39.	D I F F E R E N C E .	
			Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
General Administration	14,21,529	13,66,027	..	55,502
Ordinary Repairs and Maintenance ..	17,31,330	19,17,355	1,86,025	..
Operating expenses other than fuel ..	17,53,381	16,69,363	..	84,018
Fuel	8,82,516	10,15,030	1,32,514	..
Replacement and Renewals ..	7,45,333	11,27,081	3,81,748	..
Total ..	65,34,089	70,94,856	5,60,767	..
Deduct Non-Budget worked lines ..	88,647	80,462	..	8,185
Suspense	-1,24,101	+1,86,196	3,10,297	..
Net working expenses	63,21,341	72,00,590	8,79,249	..

9 Capital Expenditure.—The table below gives the total expenditure (excluding construction and suspense) against final heads for the year 1938-39 as also similar information for the previous year:—

H e a d s .	E X P E N D I T U R E .					
	Jodhpur Railway.			Jodhpur-Hyderabad Railway.		
	1937-38.	1938-39.	Difference.	1937-38.	1938-39.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Preliminary Ex- penses ..	..	..	..	..	..	..
2. Land ..	..	..	..	..	280	+ 280
3. Structural Engineering works	98,120	67,213	—30,907	1,81,995	1,64,367	—17,628
4. Equipment ..	42,864	66,475	+ 23,611	6,061	2,144	—3,917
5. Rolling stock ..	2,66,543	9,24,168	+ 6,57,625	..	..	..
6. General charges.	..	..	..	..	2,221	+ 2,221
7. Collieries ..	..	..	..	..	..	..
8. Miscellaneous ..	..	..	..	..	..	..
Total ..	4,07,527	10,57,856	+ 6,50,329	1,88,056	1,69,012	—19,044

10. Stores Balances.—The statement below shows the position of stores balances on 31st March 1939, as compared with the previous year:—

Years.					Stores Balances.
					Rs.
1937—38	..	..	..	..	10,03,902
1938—39	..	..	..	..	10,39,882
				Difference	..
					+35,980

The increase is due to the following reasons:—

Class.	Particulars.	Amount Rs.
A	Greater issues of Hook, bolts, bridge sleepers and girders ..	-600
B	Heavy issues of trolly parts and pumps ..	-2,700
D	Heavy issues of patches and crossings in the latter part of the year ..	-13,900
E. A. 1&2	Chiefly due to greater issues of tyres, axles and axle boxes in the latter part of the year ..	-12,200
E. B. 2-6	Receipt of consignment of axle and axle boxes in the last month of the year and also purchase of tyres in accordance with the revised demand ..	+10,500
E. C. 2	One lorry motor 6-wheeler 'Morris' No. 1 returned from construction having been accepted on the last date of the year.	+1,000
F	Normal balance remaining under this class on 31-3-39 on account of neither any special material having been received under D. S. 8; nor any receipt of new material accounted for in the latter part of the year as in 1937-38 ..	-2,800
G. A.	Loco. Department having drawn various sizes of taps, drills, cutters, etc., according to their revised demand ..	-3,500
G. B. 1	Heavy issues of bolts, rivets and screws in the latter part of the year ..	-2,300
G. B. 2	Considerable number of hand signal lamps obtained and supplied on the occasion of Viceregal Visit having been returned under D. S. 8s and accepted on books ..	400
G. B. 3	Heavy issues of leather and India rubber goods in the last quarter of the year ..	-600
G. B. 4	Heavier issues than anticipated ..	-2,400
G. B. 5	Greater issues of paints according to increased demands ..	-1,900
G. B. 7	Heavy issues of petrol in the latter part of the year ..	-400
G. B. 10	No heavy consignment of oils, etc., having been received and accepted in the last month of the year as in the previous year.	-5,400
H	Chiefly due to fall in the consumption of ebonite boxes ..	-4,600
Surplus.	Transfer of more stores to surplus ledgers ..	+6,000

Class.	Particulars	Amount. Rs.
Complete units with Permanent Way Inspectors	Due to the fact that material has been used in renewals and other works which has not yet been replaced owing to lack of material available.	—7,100
Coke.	Mainly due to increased consumption of hard coke in 1938-39.	—300
Coal.	Rise in the rate of coal and larger stock of coal on 31-3-39 than on 1-4-38 due to higher consumption and less receipt during 1937-38.	+ 59,500
Stores with Loco.	Increased quantity of oils on hand owing to less consumption and more receipt.	+ 1,100
L. C. & W. Running Imprest.	Transfer of Jacket Buffers etc., from Loco., Carriage and Wagon surplus stores to Loco., Carriage and Wagon Running Imprest and also on account of increase in the scales of Loco. Sheds.	+ 9,000
L. C. & W. surplus stores	Heavier issues and transfer of Jacket Buffers etc., from Loco. Carriage and Wagon surplus stores to Loco. Carriage and Wagon Running Imprest and also to transfer of certain duplicates of obsolete type to general stores ..	—15,000
L. C. & W. wheel Imprest.	Removal of five pairs of Carriage and Wagon wheels (obsolete type) from the Imprest.	—1,000
Timber.	Certain timber that was expected by 31-3-38 was not received by that date.	+ 25,700
	Small differences in other classes of stores.	—500
	Total	+ 36,000

CHAPTER III.

New Constructions and Engineering.

11. Important new works:—The following new works were completed:—

- (1) The construction of new hospital and dispensary together with quarters for the entire medical staff at Mirpurkhas was started.
- (2) On the Samdari-Raniwara Branch considerable regrading was carried out and one span of 20' arch was replaced by 2 spans of 40' girder and four additional spans of 53' clear span R. C. C. arch were added to the Sukri river bridge.

12. Open line Improvements:—The following are the principal improvements carried out on the Open line:—

- (1) An experimental flag station was opened at Barani (Sind) at Mile 33/20 on Jhudo-Pithoro line.
- (2) A new station building was provided at Sultanabad.

- (3) Extension to the station building at Dhoronaro was completed.
- (4) Rail level platform and fencing was provided at Tando Jan-Mohammad.
- (5) A carriage shed was completed at Hyderabad (Sind).
- (6) A factory siding was constructed at Tando Jan-Mohammad.
- (7) The West end at Mirpurkhas was re-modelled and completely signalled.
- (8) A kitchen for the refreshment room at Mirpurkhas was completed.
- (9) Minor alterations were carried out to the Goods yard and an extension to the Local Goods line at Hyderabad (Sind).
- (10) A number of obsolete quarters at Mirpurkhas were dismantled and replaced by up-to-date quarters.
- (11) Land was acquired for New Brick-field at Mirpurkhas and the manufacture of bricks was taken in hand.
- (12) Railway boundaries at the west end at Mirpurkhas were enclosed by high level fencing.
- (13) Water Piaos were constructed at Tando Allahyar, Tando Jan-Mohammad and Digri.
- (14) Additional accommodation was provided in the Railway School at Mirpurkhas.
- (15) Extension was carried out to the Sind Land Development Co., Ltd's. factory siding at Mirpurkhas.
- (16) Water was laid on to the waiting rooms at Mirpurkhas and Tando Jam.
- (17) Additional Coal stacks were provided with pucca flooring at Mirpurkhas.
- (18) Extensions were carried out to Assistant Engineer (British Section), Supervisor and Permanent way Inspector's offices at Mirpurkhas.
- (19) New outer signals were provided at more suitable positions at Digri and Tando Jan-Mohammad.
- (20) A stocking siding for Engineering purposes was provided at Mirpurkhas.
- (21) Additions were carried out to the Assistant Station Master's quarter at Tando Allahyar.
- (22) A waiting room was provided at Ladnun and the third class passenger shed extended.

- (23) A ward was added on to the dispensary at Merta Road.
- (24) A siding was laid to serve the new factory at Marwar Pali.
- (25) The programme of ballasting on the Merta Road-Chilo; Degana-Sujangarh and Samdari-Raniwara Branches was continued.
- (26) Concrete bed stones and R. C. C. ballast walls were provided on a number of bridges.
- (27) Extensions were carried out to the Goods sheds at Barmer, Balotra and Samdari and improvements to the platform at Nagaur were completed.
- (28) The programme of improvements to staff quarters was continued.
- (29) A considerable number of additional fans and electric light points were added to the offices at Jodhpur and additional telephones were also provided.
- (30) Extension to the traverser in workshops at Jodhpur was completed.
- (31) A New Store Room for the wagon shop was constructed.
- (32) A number of Motor Garages for Foremen's bungalows were constructed.
- (33) An automatic flush latrine on the platform was constructed at Jodhpur.
- (34) A second hand shed released from the shops was erected in Stores at Jodhpur.
- (35) Latrines were constructed at:—
 - (i) Running shed, Jodhpur.
 - (ii) Carriage sick line, Jodhpur.

A two seated latrine was constructed for the Loco. staff at Samdari and extension was carried out to the P. W. I's latrines at Jodhpur.
- (36) A number of additional quarters were provided.
- (37) A pale fencing on station platform at Parbatsar City was completed.
- (38) Extension to station building at Merta Road was completed.
- (39) Ash pits were provided at the Loco. sheds at Merta Road and Degana.
- (40) Pucca flooring for the coal stacks at Degana was provided.
- (41) Sanitary fittings and drainage for dispensary at Luni Junction were completed.

- (42) Siding No. 7 at Samdari was extended.
 (43) Accommodation for second gateman at Miles 184/17 and 177/27 was provided.
 (44) Drainage was provided to the quarters at Luni Junction.

13. Lines under construction during the year:—Khadro-Nawabshah Railway was under construction during the year under review.

Work on formation on Phalodi-Pokaran Railway was also started early in March, 1939.

14. Lines opened during the year:—No new line was opened during the year for coaching traffic although Pritamabad station on the Khadro-Nawabshah Railway was opened for goods traffic on 10-3-39.

15. Lines sanctioned during the year:—The Railway Board under their notification No. 240-W. of 5-10-38 sanctioned the construction of the Khadro-Nawabshah Railway.

16. Surveys:—

- (i) The final location survey of a line from Phalodi to Pokaran, the construction of which was sanctioned by the Railway Board in 1927 was carried out and completed by the middle of February, 1939.
 (ii) The final location survey of the re-alignment of the Balotra-Pachpadra line *via* Pachpadra City to the old Pachpadra station was completed.

17. Method of station signalling:—Standard (i) where speed of through trains is 30 miles per hour has been adopted on the Kuchaman Road-Hyderabad and Luni-Marwar Junction sections.

CHAPTER IV.

Transportation

A—Operating.

18. Train Miles.—Statement below shows train miles for the year ending 31st March 1939, compared with the corresponding period of the previous year.

T r a i n s .	W H O L E S Y S T E M .		
	1937-38.	1938-39.	Increase + Decrease.—
Passenger	546,624	682,515	+135,891
Mixed	1,003,952	1,017,383	+13,431
Goods	596,744	495,849	-100,895
Departmental	48,995	67,691	+18,696
Total	2,196,315	2,263,438	+67,123

The increase in Passenger train miles is due to the introduction of (i) Omnibus trains Nos. 65 and 67 Up and 66 and 68 Down between Jhudo and Mirpurkhas and (ii) Omnibus trains Nos. 69 and 71 Up and 70 and 72 Down between Mirpurkhas and New Chhor, from the 27th May, 1938.

The increase in Mixed train miles is due to:—

- (1) 43 Up and 44 Down mixed train having been started as an experimental measure between Degana and Sujangarh from the 15th April, 1938 to the 1st August, 1938.
- (2) 6 Down Passenger train ex: Luni Junction to Jodhpur having been converted into Mixed train from the 1st October, 1938.

The decrease in Goods train miles is commensurate with the decrease in the Goods traffic.

The increase in the Departmental train miles is due to:—

- (1) Ballasting on Merta Road—Chilo, Degana—Sujangarh and Samdari-Raniwara Branch lines.
- (2) Construction of Khadro-Nawabshah Section.

19. Engine Performance.—Barmer Shed having been closed, Jodhpur Shed engines are working upto Mirpurkhas, giving an extended run of 314 miles. Thus 'Engine miles per Engine per day' have been increased from 125 to 148.

20. Passenger train services

(a) *Important changes made —*

Mail and Express trains — *No change.*

Passenger trains.— *No change.*

Suburban trains.— *Nil on this Railway.*

Other than Mail and Express trains.—The "Omnibus" trains were started between Mirpurkhas and New Chhor and Mirpurkhas and Jhudo from June, 1938. In all, 8 daily Omnibus trips are run.

(b) *Improvements in speed.*—There has been no appreciable change in the speed of trains.

(c) *Extension of through services, making for a saving in over-all time in journeys.*—Nil.

(d) *Punctuality.*—The average percentage of trains throughout the year, not losing time, is as follows:—

Mail trains	..	94·8%
Mixed trains	...	91·7%
Other trains	..	87·7%

- (e) *The employment of small power units.*—On the Mirpurkhas-Chhor and Mirpurkhas-Jhudo section “Omnibus” trains are employed with light type of engine and two or three bogie carriages. These carry conductors to issue tickets on the trains and stop at villages between stations.

21. Goods trains.—A through connection has been made from Hyderabad (Sind) to Luni Junction by which urgent traffic for Luni Junction and beyond is reaching Luni Junction 24 hours earlier than formerly.

22. Improvements made in Marshalling yards.— Nil.

23. Measures taken to expedite the transit of “Smalls”.—The movement of smalls is checked regularly and there are no serious avoidable delays to “Smalls”.

To avoid delay to small goods traffic between stations, arrangements have been made to remove the detention at transshipment stations by running through daily vans of smalls from Jodhpur to Hyderabad (Sind) and *vice versa*. Also a daily van is being sent from Luni Junction ready loaded for incorporation with the B. B. & C. I. Railway re-pack trains on alternate days in East and West sides at Marwar Junction. These vans contain no goods for Marwar Junction and thereby delay at that station is avoided.

24. Vehicle usage.—

Particulars.				1937-38.	1938-39.
Wagon miles per wagon day	..	..	..	41.4	35.9
Net ton miles per wagon day	..	..	..	174	155

25. Stock out of commission:— *Goods wagons.*—The average number of unserviceable wagons in Mechanical and Transportation workshops and Sick lines daily was 1.22 per cent of the total goods stock on line as compared with 2.69 per cent in 1937-38.

26. Wagon position.—At the height of wheat season during the latter part of May 1938, a difficulty was experienced with the supply of stock to meet the wagon demand. This was due to the refusal of N. W. Railway to perform transshipment on Sundays at Hyderabad (Sind) as a result of which about $\frac{1}{4}$ th of the stock in use was unnecessarily immobilised for 24 hours or more. The N. W. Railway, however, agreed that they will perform transshipment on Sundays in the coming year. 200 more new wagons were placed on the line.

27. Reduction in train examining points.—Please refer to para. 60-A. items (2) and (3) of chapter VI.

B.—Commercial.

28. Alteration in Rates and Fares.—Statements are given below embodying important alterations in rates and fares, during the year under review, and showing effect on Revenue anticipated in each case.

Effect on Revenue of important changes made during the year 1938-39.

(i)—G O O D S .

Commodity.	Nature of change.	Date of introduction.	Effect on Revenue.
Cotton seed oil.	To increase export of this commodity via this Railway, special rates were quoted from Hyderabad (Sind) to via the several Junctions of this Railway.	1st April 1938	Earnings from 1/4/38 to 31/3/39. } Rs. 2,954/- This was a new traffic resultant upon the opening of an Oil Mill at Hyderabad (Sind).
Cotton seed Husk.	To find market for this commodity and to help the new Oil Mill at Hyderabad (Sind) reduced rates at schedule C/F were introduced from Hyderabad (Sind) to via Junction stations on this Railway.	1st April 1938.	Earnings from 1/4/38 to 31/3/39. } Rs. 3,564/- This was a new traffic resultant upon the opening of an Oil Mill at Hyderabad (Sind).
Gunnies new ..	The special rates quoted for Gunnies ex. Howrah to stations in Sind on this Railway in competition with the sea-cum-rail route via Karachi were also made applicable to traffic from via Howrah.	1st April 1938.	Earnings from 1/4/38 to 31/3/39. } Rs. 753/-
Gunnies old and used.	Reduced rates from Navsari to stations in Sind were quoted in competition with the sea-cum-rail route via Karachi by which route traffic was formerly moving.	1st Oct. 1938.	Earnings from 1/10/38 to 31/3/39. } Rs. 156/-
Cotton seeds.	In order to foster traffic from the N. W. Railway, rates at 0.25 pies per maund per mile + 6 pies terminal were quoted from via Hyderabad (Sind) to stations on this Railway.	1st June 1938.	Earnings from 1/6/38 to 31/3/39. } Rs. 2,647/- This was practically new traffic.
Lime ..	Special rates for lime were quoted ex. Gotan to the under mentioned stations in order to enable Gotan lime to stand in competition with other limes in these markets.— (1) Begamabad.—	25th Dec. 1938.	Earnings from 25/12/38 to 31/3/39 } Rs. 26/- 25/12/37 to 31/3/38. Nil. Increase. Rs. 26/-
	(2) Delhi	15th June 1938.	Earnings from 15/6/38 to 31/3/39. } Rs. 77/- 15/6/37 to 31/3/38. Rs. 30/- Increase. Rs. 47/-
Salt ..	Reduced rates were quoted locally between stations on Jodhpur Railway in competition with road transport	1st May 1938.	Earnings from 1/5/38 to 31/3/39. } Rs. 1,529/- 1/5/37 to 31/3/38. Rs. 1,043/- Increase. Rs. 486/-
Piece goods ..	Special rates were quoted for this commodity ex. Bombay to the undermentioned stations via Marwar Junction in competition with the sea-cum-rail route via Karachi by which route the traffic was moving :— (1) Tando Allahyar. .. (2) Tando Jam. (3) Mirpurkhas. (4) Hyderabad (Sind).	15th June 1938. 1st Aug. 1938.	Earnings from 15/6/38 to 31/3/39 } Rs. 18/- Earnings from 1/8/38 to 31/3/39. } Rs. 574/- Traffic by the all rail route is expected to develop further.
Tobacco ..	Rate for tobacco from Sangli to Hyderabad (Sind) was quoted in competition with the sea-cum-rail route via Karachi by which route traffic was formerly moving.	15th Aug. 1938.	Earnings from 15/8/38 to 31/3/39 } Rs. 258/- Traffic started moving by the all rail route from October 1938 when the season commenced.
Cotton full pressed.	Rates from stations in Sind to Rajnandgaon, Nagpur and Itwari were quoted in competition with the rail-cum-sea-route via Karachi by which traffic was moving.	1st Sept. 1938.	Earnings from 1/9/38 to 31/3/39. } Rs. 2,192/-

(ii)—C O A C H I N G .

Particulars.	Nature of change.	Date of introduction.	Effect on Revenue.
1st and 2nd class return tickets to Abu Road ..	1st and 2nd class return tickets were introduced from Hyderabad (Sind) and Mirpurkhas to Abu Road in order to revive traffic as the popularity of this Hill station was decreased ..	15th June 1938.	Earnings from 15/6/38 to 31/3/39. } Rs. 642/- 15/6/37 to 31/3/38. } Nil. Increase Rs. 642/-
1st and 2nd class return tickets between Karachi cantt. & Bombay Central ..	These tickets were introduced in order to divert to the rail route the passenger traffic between these stations moving by steamers.	1st July 1938.	Earnings from 1/7/38 to 31/3/39 } Rs. 11,495/- 1/7/37 to 31/3/38. } Rs. 15,726/- Decrease * Rs. 4,231/-
Third class single and return tickets between Tando Jam and Hyderabad (Sind) ..	Single and return tickets at reduced fares of Re. -/3/- and Re. -/5/- respectively were introduced between Tando Jam and Hyderabad (Sind) in competition with the bus services plying between these stations.	1st June 1938.	Earnings from 1/6/38 to 31/3/39. } Rs. 12,704/- 1/6/37 to 31/3/38. } 14,901/- Decrease .. Rs. 2,197/- The bus competition being very severe, the lowering of fares by rail did not have the desired result of increasing rail borne traffic to an appreciable extent. A loss of earnings has therefore resulted instead of an increase but it is considered that withdrawal of the concession now would further reduce our earnings.

* NOTE.—The bookings between Karachi City and Bombay show an increase of Rs. 8,211/- and therefore on the whole there is an increase of Rs. 4,010/- in the bookings between Karachi (City and Cantonment together) and Bombay.

29. (a) Simplification of Tariffs and measures adopted to expedite the quotation of rates to the public.—As a result of enquiries made in regard to traffic moving at the various schedule rates quoted over this Railway it was found that there was no traffic in certain commodities for which schedule rates were in force and such schedules were accordingly cancelled with effect from 1st June, 1938. Certain station to station rates which were not being availed of were also cancelled with a view to simplify the Tariff. Action was also taken on the lines of Mr. Crawford's Note and Commercial Committee's recommendations thereon to simplify this Railway's exceptions.

Rate registers at stations have not yet been introduced over this Railway. Authoritative quotations of rates are, however, promptly given, by the Traffic office on receipt of applications, to the public.

From stations on Sind, the following agricultural commodities move:—

- (1) Cotton full pressed.
- (2) Cotton seeds.
- (3) Wheat.

We have published pamphlets containing rates for each of the above commodities to various destinations to which these are usually booked and these pamphlets were distributed free to the traders concerned.

(b) Any instances in which schedule rates have been "assimilated" by contiguous Railways.—There is only one such instance: the quotation of Schedule C/F for Salt-Peter refined in wagon loads over this Railway with effect from 1-12-38. This schedule was introduced as the same schedule was in force for this commodity over our Contiguous Railways viz., the Bikaner State, North Western and Bombay Baroda & Central India Railways as also on Great Indian Peninsula and Jaipur State Railways.

(c). Cases in which station to station rates have been quoted when it was found that the application of Schedule rates in through booking hindered the free movement of traffic.—There was no such case during the year under review.

30. Improvements made in the methods of dealing with goods traffic at stations including the introduction of collection and delivery services and the opening of out-agencies.—Nil.

31. Road Motor competition.—*Measures taken to meet the conditions created in regard to (i) Passenger traffic and (ii) other than passenger traffic.*—Since June 1938, Omnibus trains stopping at halts between stations have been introduced between Mirpurkhas and New Chhor and Mirpurkhas and Jhudo. These trains consist of one or two coaches only, carrying 3rd class passengers alone and are manned by conductors who issue tickets to the passengers en-route. All these trains are very popular and compete with buses running from Mirpurkhas to Jhudo and from Mirpurkhas to Pithoro.

32. Introduction of passenger road services and the development of feeder services through contractors.—Nil.

33. Contact with business community.—Please see para. 45 of this chapter.

34. Refunds on unused tickets.—Refunds on unused tickets, if not taken at the time of issue, are made after verification of issue and collection of tickets from returns available in the office. The adoption of this procedure has resulted in earlier payment of such claims.

35. Measures to develop the internal trade of the country.—In Marwar State Marketing Board has been established and the Commercial Officer of the Railway is also a member. The object of the Board is to devise means for promoting the sale and export of indigenous product of Marwar.

36. Attention paid to the conveyance of agricultural produce.—Please see the latter part of para. 29 above.

37. Claims statistics.—The following statements explain the position during the year under review.—

STATEMENT—A.

Particulars.	1938—39.
1. Number of cases involving compensation for goods or parcels lost, damaged or delayed, carried over as unsettled at the close of the preceding year	152
2. Number of claims received and re-opened for compensation on account of goods or parcels lost, damaged or delayed during the current year	1,563
3. Number of claims referred to in items 1 and 2 settled during the year	1,288
4. Balance outstanding as unsettled at the close of the year	427
5. Net amount paid in compensation (on account of items 1 and 2) ..	Rs. 392/-
6. Percentage sum paid in compensation (item 5) bore to gross earnings.	0.00
7. Average time taken in settlement of claims shown under items 1 and 2.	2 months and 5 days.
8. Number of applications received for refunds on goods and parcels overcharged	2,579
9. Average time taken in settlement of claims shown under item 8 ..	1 month and 8 days.

				1938—39.	
Particulars.				No.	Value. Rs.
1.	Claims paid on account of goods lost	..	..	281	1,707
2.	" " " " " " stolen	..	..	48	697
3.	" " " " " " damaged by wet	..	..	5	88
4.	" " " " " " " by fire	..	..	Nil.	Nil.
5.	" " " " " " " by breakage	..	..	3	15
6.	" " " " " " parcels & luggage lost and stolen	..	..	31	197
7.	" " " " " " other causes	..	..	85	1,172

STATEMENT—C.

Particulars.	1938—39
1. Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect of goods or parcels lost, damaged or delayed	4
2. Number of such suits settled out of court	Nil
3. Number of suits dismissed	2
4. Number of suits decreed	Nil
5. Number of suits pending	2

38. System of ticket checking and prevention of ticketless travelling.—The whole system is divided in 16 sections varying in lengths according to the volume of traffic. To each of these sections is allotted one or more Travelling Ticket Examiners. A Senior Travelling Ticket Examiner supervises the work of about 7 men. The work of all the Travelling Ticket Examiners is supervised by an Inspector of Travelling Ticket Examiners.

A programme is drawn up for each Travelling Ticket Examiner detailing the trains he has to check on his section; but he is also at liberty to check any train running on his section; should he think it necessary. Travelling Ticket Examiners are provided with Excess Fare Tickets for issue to passengers in acknowledgement of excess fares and unbooked luggage charges collected.

In addition to the usual check of trains by Travelling Ticket Examiners, the following measures have been adopted for prevention of ticketless travelling.

- (a) Special vigilance at Junction stations, where it has been found, illicit traffic mostly originates.

- (b) Watching the 'off side' of train halts.
- (c) Watching short journey ticket holders.
- (d) Getting the station staff at small stations, where the personnel is powerless, to prevent mendicants from entraining, to bring the attention of the travelling staff to such offenders.
- (e) Punishing staff for any disregard of these orders.
- (f) Insisting on the personal supervision of these measures by the Inspectorial staff.
- (g) Sending Travelling Ticket Examiners in plain clothes for surprise checking of trains from time to time.

The following statement shows the total number of passengers detected travelling without tickets:—

Particulars	1937—38.		1938—39.	
	No.	Amount. Rs.	No.	Amount. Rs.
1. Number detected and amount due ..	32,888	34,992	43,653	42,473
2. Number of cases in which the amount was recovered without recourse to courts and the amount recovered ..	20,710	22,814	25,719	24,539
3. Number of cases dealt with under section 112 and amount recovered ..	104	199	11	24
4. Number of cases dealt with under section 113 and amount recovered ..	49	158	71	190
5. Number of cases taken to courts which proved fructuous and amount due ..	56	36	76	109
6. Total expenditure on travelling ticket checking staff .. ..	..	20,861	..	23,931

Increase under item 6 above is due to the following reasons:—

- (1) Checking of extra trains by Travelling Ticket Examiners.
- (2) Grant of Annual increments.
- (3) Payment of arrears in pay of certain ticket checking staff.
- (4) Employment of one Senior Travelling Ticket Examiner and two Junior Travelling Ticket Examiners from March, 1939.

C.—General.

39. Mela traffic.—Cattle Fairs were held at the following stations:—

Tilwara.—during March — April, 1938.

Parbatsar.—during August — September, 1938.

Nagaur.—during January, 1939.

For the Runecha Fair near Phalodi, held during the months August-September 1938, special trains were run.

Eleven other Fairs were also held for which one or more special trains were run.

Special trains were not run for 15 fairs but additional facilities were provided.

40. Publicity.—No fresh publicity has been entered into.

41. Over crowding in 3rd class carriages.—There has been no over crowding in 3rd class carriages. A census of the passengers travelling in any train of the Jodhpur Railway is maintained daily through out the year, to enable us to gauge the position with a view to (i) avoid over-crowding in trains and (ii) when possible to avoid the unnecessary haulage of more coaches than required on any train.

42. Opening, closing or conversion of stations.—The following stations have been opened from flag to crossing or Block section stations and also for public paid traffic:—

- (1) Bhavi from flag to Block section station from 15/6/38 to 1/11/38.
- (2) Parbatsar Fair station from flag to crossing from 9/8/38 to 2/9/38.
- (3) Bidiad from flag to Block section station from 11/8/38 to 23/8/38.
- (4) Ledarmer from flag to Telegraph station from 15/11/38 to 31/5/39.
- (5) Nagaur fair as Block section station from 29/1/39 to 10/2/39.
- (6) Tilwara from flag to crossing station from 3/3/39 to 4/4/39.
- (7) Merta City opened for public paid traffic from 15/10/38.

The following stations have been converted to flag stations from crossing stations:—

- (1) Besroli on 12/9/38.
- (2) Banar on 16/9/38.
- (3) Jogi Magra on 16/9/38.

43. Marshalling of goods trains for long distances.—New upto date orders for Marshalling of goods trains have been issued in March 1939 which gives minimum of shunting to be done in the formation of trains which is compatible with the necessity for avoiding the delay to goods trains in shunting en-route.

44. Method of train working and train control system in operation.—

- (a) The trains on this Railway are worked on Absolute Block system except over Fedusar Branch where they are worked on Train staff and Ticket system.
- (b) The train control system is in operation on sections Kuchaman-Road—Phulad including Fedusar sidings, Luni Junction—Hyderabad (Sind) including Jamrao—Pithoro via Jhudo, Raikabagh—Mandor; Merta Road—Chilo Junction and Mirpur khas-Khadro.

The total length excluding loops is 760 miles.

45. Booking of traffic generally and delivery of parcels and goods.—At all important stations the hours during which the Goods Sheds and Offices are open for receipt and delivery of goods, livestock etc., have been conspicuously notified to facilitate the booking and delivery of traffic generally.

Arrangements are also made for the delivery of goods, livestock and other consignments of urgent nature even after the Goods Sheds and Offices are closed.

At stations serving the distant villages and having no postal facilities, free time for stacking the goods within the Railway premises for despatch and clearance has been extended.

46. Organisation for canvassing for traffic.—Same arrangements as last year continue. No other man was engaged during the year.

47. Measures taken to ensure civility and honesty on the part of the Railway staff in their dealing with the public—The importance of civility and courtesy by the staff towards public is impressed upon the staff through slogans in the Monthly Gazette and Working Time Tables.

CHAPTER V.

Rolling Stock, Plant and Machinery.

48. Improvements in Locomotives.—Three P and One F class engines were fitted with new super-heater boilers.

Fourteen engines were fitted with axle boxes to take grease.

Old type lubricators of sixteen engines have been replaced.

Locomotive Crank pins of various sizes and classes are being forged, annealed and turned in shops. This has resulted in a considerable saving.

Locomotive piston rings have been graded to standard sizes.

49. Improvements in Coaching stock—Three Brake Vans with luggage and improved Guard's Compartment 4-wheeler were re-built on their old under frames.

Inside panels of upper class vehicles are polished.

One hundred and eighty vehicles have been fitted with Kent couplings.

Old and out of date electric fittings of upper class coaches are being replaced with modern fittings.

In order to ensure better riding of vehicles experiments are being carried out as follows:—

One 1st and 2nd class bogie No. 173 has been fitted with Special type of spring seven plated 3' camber and rubber washers to hangers.

One Inspector's Rest Van 4-wheeler No. 2216 has been fitted with 11 plated 7/16" spring and hangers with rubber washers.

Four wheeled underframe of one Rest Van was altered to take Coach type springing gear.

The I. R. C. A. bogies of officers' saloon No. 41 fitted with Isothermos axle boxes have been changed to take 7" X 4" boxes.

On and from July, 1938 stencilling of electric-load on carriages was introduced.

Ten vehicles were fitted with Ganesco roofs.

Six vehicles were fitted with new type of berths in their 1st and 2nd class compartments.

Roof of one carriage has been altered to the standard type.

Three upper class carriages have been fitted with one single light bracket with shades in place of bulk head light.

50. Improvements in Goods Stock.—Sixteen BKL/B wagons were fitted with stanchions and coded BKL/S.

Twenty seven water tanks and one covered wagon were fitted with vacuum pipes.

Seven Goods Brake Vans 4-wheeler with improved Guard's compartment were re-built on their old underframes.

Two water tanks 4-wheeler were converted to oil tanks for Cotton Seed Oil traffic.

51. Innovations in Rolling Stock.—Vacuum Cylinders that have worn smooth are being grooved, also cylinders that have become oval are being brushed. Very satisfactory results are being obtained.

Improvements in upholstring of cushions was carried out as an experimental measure in one carriage.

Use of masonite in two Dining Cars and Chief Minister's Saloon.

An effort has been made to brighten up the interior of C. D. 153, certain fittings have been altered and Photos of local views of outstanding interest are exhibited on the Masonite panelling.

Introduction of Sundeala Mill Board A. B. dust guard washers in place of wood washers resulted in a 50% saving in the cost of washers.

Indication Boards on through carriages are painted in English, Hindi and Urdu instead of English only.

52. Additions to Coaching Stock.—The following vehicles have been put into commission.—

Two first class bogie carriages (F. Q.)

Two first, second and Inter class bogie carriages (F.S.N.Q.)

Two double 2nd class 4-wheeler (E.S.)

One Inter class bogie carriage with dining compartment (N. U.).

One Inter and third class bogie (N.T.)

One third class bogie (T.).

Two 3rd class with brake luggage and Guard's compartment (TLR/E).

Two combined Motor and Parcel vans 4-wheeler.

One Rest van for welding plant operating staff.

53. Additions in Goods Stock.—Two hundred wagons I. R. S, M. C. J. type (fully A. V. B.) were put into commission. Three Petrol tank wagons MBTPX type (fully A. V. B.) were put into commission.

54. Plant and Machinery.—The following machines were purchased during the year:—

(a) *Capital*

New.

- (1) Lumsden's Grinder.
- (2) One 16" Swing Lathe.
- (3) Electric portable welder.

Betterments.

- (1) Replacing lathe No. 45 by one 8½" centres lathe.
- (2) Replacing lathes Nos. 42 and 218 by two 16" Swing lathes.
- (3) Replacing Radial Drill No. 201 and Screwing machine No. 90 by 4'—6" Radial Drill.
- (4) Replacing lathe No. 37 by 20" Swing lathe.
- (5) „ Vertical Drill No. 203 by 28" Drilling machine.
- (6) „ Tool furnace No. 238 by Electric Tool furnace.
- (7) „ Universal grinder No. 224 by 12" Swing lathe.
- (8) „ 8" Slotter No. 220 by 10" Slotter.
- (9) Transferring Hydraulic wheel Drop Pit Jack from Barmer to Jodhpur Shops.
- (10) Transferring certain machines from Barmer to Jodhpur Shops

(b) *New Minor Works.*—

- (1) Twelve Trestles Rolling for carriage shop.
- (2) Purchasing Motor with starter for Hydraulic Press, Work Shop Jodhpur.
- (3) Purchasing three Coke Heaters and replacing three Multi Van Grinding for Wagon Shop.
- (4) Purchasing three Coke Heaters and replacing three Multi Van Grinding for Boiler Shop.
- (5) Purchasing one Pn. Hoist lifting capacity 650 lbs. with hook for Foundry Shop.
- (6) Replacing old Motor Generator by a large set of 10 Kilo-watt of O. C. siding Jodhpur.
- (7) Purchasing Dazo Developing Apparatus for Loco. and Carriage Superintendent's Drawing office.
- (8) One Light Feed Acetylene Generator for Work Shop, Jodhpur.
- (9) Replacing one old Hammer by a new air cooled standard rivetting Hammer.

55. Number and Tractive Efforts of Locomotives.—

Class of Engines.							Total No.	Tractive efforts of each.	Total tractive efforts.
T.	..	..	..	..	..	..	3	15,541	46,623
E. E.	..	..	..	..	..	..	5	8,450	42,250
F.	..	..	..	..	..	..	1	11,068	11,068
F.	..	..	..	..	..	..	7	11,760	82,320
F.	..	..	..	..	..	..	4	9,685	38,740
F. O.	..	..	..	..	..	..	2	8,875	17,750
F. O.	..	..	..	..	..	..	4	9,430	37,720
F. O.	..	..	..	..	..	..	6	7,766	46,596
Q.	..	..	..	..	..	..	4	8,351	33,404
M.	..	..	..	..	..	..	11	13,922	153,142
M. S.	..	..	..	..	..	..	8	17,952	143,616
M. S.	..	..	..	..	..	..	2	15,957	31,914
H. G. (A).	..	..	..	..	..	..	5	19,584	97,920
H. G. (B).	..	..	..	..	..	..	6	20,825	124,950
H. G. (C).	..	..	..	..	..	..	3	20,825	62,475
P.	..	..	..	..	..	..	6	12,611	75,666
P.	..	..	..	..	..	..	11	12,518	137,698
P.	..	..	..	..	..	..	4	14,187	56,748
S. P.	..	..	..	..	..	..	4	16,077	64,308
S. P.	..	..	..	..	..	..	6	14,291	85,746
E.	..	..	..	..	..	..	1	6,557	6,557
Total							103	..	1,397,211

56. Miscellaneous.—Hydraulic Jack and Drop Pit were provided in the Erecting Shop.

An arrangement was introduced for the breaking of Cast iron scrap and pig iron ingots.

The main and counter shafts have been fitted with lubricating oil bottles with needles.

The Hydraulic wheel press Ram has been re-conditioned and made serviceable for many more years.

Fitting and Machine shops of Electric shop have been walled in.

57. Provision of Railway owned or private Owned refrigerator Vans.—Nil.

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CHAPTER VI.

Staff.

58. Number and cost of staff.—The statement below gives the number and cost of staff at the end of the year under review with corresponding figures for the previous year.

Particulars.	Number of staff and cost.				Difference.	
	1937-38.		1938-39.		Increase + Decrease —	
	No.	Cost.	No.	Cost.	No.	Cost.
		Rs.		Rs.		Rs.
Europeans	22	..	22	..	..	..
Anglo-Indians	25	..	26	..	+ 1	..
Indians	8,167	..	8,518	..	+ 351	..
Total ..	8,214	32,41,233	8,566	32,54,132	+ 352	+ 12,899

The excess of Rs. 12,899/- or say Rs. 12,900/- is due to the following reasons:—

	Rs.
(1) Grant of usual annual increments to the staff and engagements of extra gangs for repairs to track and staff quarters.	19,200
(2) More labour charged to capital open line and construction works than in 1937-38	41,600
(3) More labour charged to New minor works (Loco.) than in 1937-38, consequent on the transfer of certain works from Capital to Revenue due to correct interpretation of Rules	28,800
(4) Minor excesses under several sub-heads	4,100
Total ..	93,700

The excess has been partly counter-balanced by saving under the following heads:—

	Rs.
(1) Less repairs to Rolling Stock during the year ..	20,700
(2) Less mileage allowance paid to running staff ..	1,400
(3) Less bonus paid to staff and officers	2,600
(4) Less payment of leave allowance to officers ..	11,300
(5) Less payment of gratuities to subordinate staff and Officers.	44,800
Total ..	80,800
Net excess ..	12,900

59. Staff Benefit Fund.—The statement showing transactions of the fund during the year 1938-39 is given below:—

Statement of staff benefit fund.

Balance on the 31st March 1938.	Fine inflicted.	Bonus forfeited.	Other amounts credited.	Contribution from the Railway Revenue.	Interest on balance	Total columns 1 to 6.	Hospital for sick employees.	Compassionate allowances.	School and education.	Recreation clubs.	Miscellaneous.	Total columns 8 to 12.	Balance on the 31st March 1939.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
—340	259	194	26 (a)	5,500	..	5,639	..	..	..	5,639	..	5,639	..	

(a) Sale proceeds of garden products and of old newspapers, etc.

NOTE:— There are no investments in Government Promissory Notes etc., out of the Staff Benefit Fund, nor are any loans and advances to the staff or Railway Institutes etc., permitted out of the fund on this Railway.

60. Institutes.—Recreation clubs are established at the following stations:—

- | | |
|-------------------|-------------------|
| 1 Jodhpur | 4 Merta Road. |
| 2. Mirpurkhas. .. | 5. Degana. |
| 3. Barmer. | 6. Luni Junction. |

Besides, staff at certain important stations, viz., Pithoro, Samdari and Hyderabad (Sind) are also supplied with Sports materials and newspapers from the Staff Benefit Fund.

In order to supplement the Staff benefit fund and to provide additional amenities to the staff, a Railway Club's Fund has also been set up under the auspices of the Indian Institute, Jodhpur.

The main activity from this fund during the year under review has been the circulation of newspapers to all roadside stations which were hitherto left unserved from the Staff benefit fund.

Fourteen additional newspapers distributing centres have accordingly been opened through out the length and breadth of the line. These centres circulate newspapers regularly to all road-side stations falling in their respective beats.

61. Tournaments.—The following tournaments were played during the year under review:—

- (1) Jodhpur Railway Indian Institute Tennis Double (open) Tournament at Jodhpur.

- (2) The Indian Institute Dady Volley-ball tournament at Jodhpur.

- (3) Evans football tournament at Barmer.

It is gratifying to note that the Jodhpur Railway Athletic Team won the Junior Championship at the Inter Railway Athletic Sports held at Delhi in March, 1939.

62. New economies effected.—

A.—Loco. Department:—

- (1) Four Electric Light Men were brought under reduction from 15/6/38 due to running of certain trains unaccompanied by Electric Light men and in consequence thereof the work of manipulating Electric Light switches have been entrusted to the Guards of the train.
- (2) Phulad Junction was closed as a joint Carriage Inter-changing station from 1/6/38, thus causing reduction of Carriage staff.
- (3) The Carriage staff at certain Carriage Examining station were brought under reduction from 1/6/38 as a result of detailed examination of Carriage Examining station and re-distribution of Carriage staff.

B.—Engineering Department:—

During the course of the year, the districts of the Permanent way gangs were revised through out the Railway and by increasing the gang lengths in many cases, it has been found possible to effect economies resulting in yearly saving of Rs. 10,000/-.

63. Training of staff.—

*Engineering Department:—*A welder was sent to Ajmer to receive training in welding points and crossings and two apprentice Permanent Way Inspectors were taken under training.

*Loco. Department:—*Thirteen men had passed through Refreshing courses. Owing to busy traffic no more men could be spared to take advantage of these courses. We also have a fixed number of ten educated Apprentices in Workshop for regular training for a fixed period of 5 years.

*Traffic Department:—*Arrangements have been made for staff next for promotions to Assistant Station Masters to be given refresher courses every six months.

64. Stimulation of interest of the staff in their work.—We encourage the spirit of suggestion by the staff. Monthly Gazettes and circulars are also issued from time to time for stimulation of interest among the staff.

The Assistant Depot Store-Keeper while on leave visited the E. B. Railway Stores and on his return submitted an interesting and constructive report.

CHAPTER VII.

Amenities for Passengers.

65. Introduction of new type of Third class carriages.—
 One composite Inter and third class bogie (N. T.)
 One third class bogie (T).
 Two third class bogies with Luggage and Brake with dynamo and cells (T. L. R./E.), supersedes the old type.

66. Measures taken to ensure security of women passengers in trains.—No Alteration.

67. Provision of third class accommodation in fast through trains.—The provision of 3rd class accommodation is made in all trains.

68. Booking offices.—No additional Booking offices have been opened at stations or at towns during the year under review.

69. Additional Out-agencies opened during the year —Nil.

70. Waiting Rooms and halls.—A statement is given below containing the information in details:—

Particulars.	Jodhpur Railway (J. Section).	Jodhpur-Hyderabad Railway (British Section)
A. Total number of stations open for passenger traffic ..	117	48
B. Number of stations at which waiting rooms or halls have been provided for Inter class passengers:—		
(i) Generally	1	Nil
(ii) for women	Nil	Nil
C. Number of stations at which third class waiting rooms or halls have been provided:—		
(i) Generally	69	44
(ii) for women only	3	3
D. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic.—		
(i) for Inter class, generally	0.9	0.0
(ii) for Inter class, women only	0.0	0.0
(iii) for third class, generally	62.16	91.67
(iv) for third class, women only	2.7	6.25

NOTE.—Additions made during the year.—

(a) Names of stations concerned.—Inter class waiting room was provided at Merta Road.

(b) Approximate cost involved.—As the above work was carried out under the estimate for extension to Merta Road station building it is difficult to apportion the expenditure on the waiting room itself.

71. Covered and raised Platforms.—Statements are given below showing the required details:—

Statement showing number of stations provided with Covered Platforms on 31st March, 1939.

Particulars.	Jodhpur Railway (J. Section).	Jodhpur- Hyderabad Railway (British Section).
A. Total number of stations open for passenger traffic.—		
(i) Class D (or Flag) stations	47	15
(ii) Other than class D (Flag) stations.. ..	70	33
B. (i) Number of stations at which there are two or more platforms	6	2
(ii) Total number of platforms at such stations ..	18	7
(iii) Total number of covered platforms at such stations.	Nil	4
(iv) Percentage of (iii) to (ii)	0.0	57.14
C. (i) Number of stations other than class D at which there is only one platform	58	31
(ii) Number of such stations at which there are covered platforms	Nil	Nil
(iii) Percentage of (ii) to (i)	0.0	0.0

Statement showing number of stations provided with platforms above Rail level on 31st March, 1939.

Particulars.	Jodhpur Railway (J. Section).	Jodhpur- Hyderabad Railway (British Section).
A. Total number of stations open for passenger traffic.—		
(i) Class D (or Flag) stations	47	15
(ii) Other than class D (or Flag) stations ..	70	33
B. (i) Number of stations other than Flag stations at which there are more than one platforms ..	6	2
(ii) Total number of platforms at such stations ..	18	7
(iii) Total number of platforms at such stations above rail level	14	4
(iv) Percentage of (iii) to (ii)	77.8	57.1
C. (i) Number of stations at which there is only one platform	105	46
(ii) Number of such stations at which platforms are above rail level	6	2
(iii) Percentage of (ii) to (i)	5.61	4.35

NOTE.—Platform at Tando Jam station was raised at a cost of Rs. 2,297/-. Some work remains to be completed in 1939-40.

72. Refreshment rooms for Hindus and Mohammedans.—A statement is given below containing necessary details:—

Particulars.	Number.
A. Number of stations provided with refreshment rooms at the end of the year.	
(i) Hindus and Mohammedans	3
(ii) Hindus only	1
(iii) Mohammedans only	Nil
B. Number of refreshment rooms which were provided during the year:—	
(i) Hindus and Mohammedans	Nil
(ii) Hindus only	Nil
(iii) Mohammedans only	Nil

73. Vendors' stalls in waiting halls on platforms.—

- (a) The number of stations at which such stalls were in services on the 31st March, 1939 .. 19
- (b) The number of stalls opened during the year .. No new additions.

74. Water supply for passengers:—

- (1) Arrangements made at
- | | |
|-------------------------------|----------------------|
| (a) Large stations .. | } Same as last year. |
| (b) At the smaller stations } | |
- (2) Number of stations at which watermen are employed through out the year 121
- (3) The total number of watermen permanently employed 130
- (4) Additional watermen engaged temporarily during the hot weather months.—
- | | |
|------------------------------|-------------|
| (a) Number | 24 |
| (b) Approximate cost | Rs. 1,659/- |
- (5) Additional facilities in regard to this matter provided during the year Nil.

75 Restaurant or Buffet cars.—

- (a) *The number of trains on which cars were run catering in the European style.—*

Restaurant cars catering in the European style are run on 3 Up and 4 Down Mails between Marwar Junction and Hyderabad (Sind).

(b) *The number of trains on which cars were run catering in the Indian style:—*

(i) 3 Up and 4 Down between Marwar Junction and Hyderabad (Sind).

(ii) 11 Up and 12 Down between Hyderabad (Sind) and Hyderabad (Sind) via Mirpurkhas, Pithoro and Jhudo loop line.

(iii) 9 Up and 10 Down between Jodhpur and Hyderabad (Sind).

(iv) 29 Up and 30 Down between Degana and Sujangarh.

(c) *The number of trains on which Buffet cars were run:—*

Buffet cars were run on 73 Up & 74 Down between Jodhpur and Phalodi. They provide light refreshments in the Indian style.

76. Improvements carried out in existing lower class carriages:—The following carriages were re-built on their old underframes:—

Eleven Inter class 4-wheelers.

One Third class 4-wheelers.

Two Third class with kitchen and water compartment bogie.

Ten Carriages have been equipped with Automatic Vacuum Brakes.

Ladies compartment of one composite Inter and third class bogie carriage was fitted with blue glass windows.

Lower class carriages have been wired with independent lighting mains.

77. Improvements carried out in latrines:—

Latrines of six carriages have been enlarged to provide a minimum space of 12 sq. feet.

Nineteen carriages have been provided with overhead tanks in latrines, besides other minor improvements.

Latrines of lower class carriages have their light circuit protected by 3 Amp. Cut outs.

Latrines of fourteen carriages are below standard. These will be brought to standard as bodies of carriages are re-built in 1940-41 and 1941-42.

78. Arrangements made to ensure cleanliness of latrines in passenger trains:—

Carriage tanks are filled at terminal stations and intermediate engine changing stations.

Station Masters have instructions to depute sweepers to attend on arrival of trains whenever passengers make any complaint regarding the dirtiness of a compartment or of a latrine. Station Masters have also instructions to see that tanks are filled.

79. Suggestion (or complaint books):—

(a) *Number of stations provided with complaint books.....6.*

(b) *The use to which they are put:—*

Four Complaints were lodged by the public during this period.

(i) Complaint from a 2nd class passenger against a Guard for not awaking him at Chhor by 9 Up of 1/8/38.

(ii) Complaint from public at Mirpurkhas for not allowing them on the platform without Platform tickets on 1/9/38.

(iii) Complaint against a Booking Clerk at Mirpurkhas on 18/10/38 by a 2nd class passenger for late attendance to booking.

(iv) Complaint against a Signaller at Tando Allahyar by a passenger on 18/2/39 for showing discourtesy.

(c) *The methods employed to bring to public notice provision of such books:—* Notices were exhibited.

CHAPTER VIII.

Miscellaneous.

80. Accidents:—During the year under review there were no serious train accidents on this Railway resulting in loss of life or serious damage to the permanent way or works.

81. Floods:—(a) Due to heavy rain on 10/6/38, diversion at bridge No. 56 at mile 58/8-9 on the Raniwara Branch was washed away and the line was consequently breached. Train service between Marwar Bhinmal and Bakra Road had to be suspended on 11/6/38. Breaches were repaired and through communication restored on 12/6/1938.

(b) On the night of 20/7/38 rainfall of most unusual intensity occurred in the vicinity of the Samdari-Raniwara Branch between Mokalsar and Marwar Bhinmal and in particular on the hills on the South-west of Mokalsar.

This caused the discharge of an unprecedented volume of water off these hills which attacked the line between miles 20 and 24 causing several breaches in the line.

The track between mile 58 and 60, and 61 and 62 also subsided on the passage of 21 Up of 21/7/38 which was unable to reach Modran from Bhimpura.

All the breaches had been repaired but due to heavy rainfall on 24/7/38 breaches again occurred between mile 21 and 23 and also at mile 10/2.

The line was opened for all traffic with 21 Up of 28/7/38 under restriction of speed where necessary.

(c) Due to rainfall of about 6" on the night of 15/8/38 breaches occurred at mile 21/6-7 and 22/5½ to 22/6¾ and water flowed over the line between mile 23/8 and 23/11 on the Raniwara Branch.

On the regraded portion minor cuts in the bank occurred in mile 58/9 to 59/6, 60/6, 63/4 and mile 65 to 67.

21 Up of 16th August, 1938 was held up at Jalor and through traffic was resumed with 21 Up of 18th August, 1938.

82. Statistical results.—Some of the most important statistical results are given below:—

Coal Consumption.

Particulars.	1935-36.	1936-37.	1937-38.	1938-39
	lbs.	lbs.	lbs.	lbs.
1. Coal consumption per 1,000 gross ton miles (Passenger and proportion of mixed) ..	147·8	154·7	156·0	169·6
2. Coal consumption per 1,000 gross ton miles (Goods and proportion of mixed).	137·5	141·0	149·0	154·1
3. Coal consumption per engine mile (shunting)	25·5	27·0	28·1	30·0

The coal bills during the year absorbed 30·59 days' gross earnings against 25·39 days' gross earnings in the last year.

Average speed of trains.

Particulars.	1935-36.	1936-37.	1937-38.	1938-39.
Passenger	20·4	20·4	20·3	20·4
Mixed	14·4	14·3	14·5	14·1
Goods (Main Line)	9·63	9·65	9·76	9·58
Goods (Branch Line)	9·89	9·62	11·7	10·2

Average train load (in terms of 4-wheelers).

Particulars.	1935-36.	1936-37.	1937-38.	1938-39.
Passenger	18	20	21	15
Goods (Main Line)	52	53	55	56
Goods (Branch Line)	26	23	22	22

Average starting wagon load.

Particulars.	1935-36.	1936-37.	1937-38	1938-39.
Coal and coke	10·2	10·4	9·62	8·80
Heavy Merchandise	8·63	8·47	7·83	7·57
Light Merchandise	4·15	4·66	4·68	4·29

83. Stores procedure:—The following changes in Stores procedure have been effected during the year under review:—

(a) *Purchase for stock:*—The functions of purchase and receipt of stores are performed by two separate sections in the Stores Department; but the purchase cases were being transferred from Purchase section to the Receipt section on receipt of Railway Receipt or P. W. Bill. This has been discontinued with effect from September, 1938 and a copy of purchase order only is being forwarded by the Purchase section to the Receipt section. The latter receives the forwarding documents direct. This change has brought the old procedure in line, to some extent, with that laid down in the S. R. C. for Stores Department.

(b) *Check of Bills:*—The bills are passed by the Receipt section after verification of the quantity or weight with the supplies. Under the old procedure the bills were further checked in the Accounts section with the relative receipt orders. As, however, this check is being exercised in the Audit office before the bills are passed for payment, the above super check in this Department was considered superfluous and has, therefore, been discontinued with effect from September, 1938.

(c) *Over due deliveries:*—The system of reminders described in paras. 769 to 771 of the S. R. C. for Stores Department in connection with over due deliveries has been adopted from September, 1938 and is working satisfactorily.

(d) *Rejected Stores:*—The procedure detailed in paras. 762 to 765 of the S. R. C. for Stores Department in connection with Rejected Stores has been adopted.

(e) *Stores witness for stock verification:*—There was no man available for this purpose and the ward keepers had to attend to the stock verification which resulted in frequent detention to supplies. The discontinuance of super check referred to in item (b) above has released one man who has been utilised as a Stores witness and thus the procedure has been brought in line with the rules in S. R. C. for Stores Department.

(f) *Acceptance of non-standard stores:*—It has been decided that non-standard stores in good condition returned by the Chief Engineer should be accepted on books under a separate P. L. No. bearing an indicative mark "N. S." Arrangement has also been made to furnish copies of the list of such non-standard items already in stock, showing the balances and rates to the Chief Engineer for distribution to the officers of that Department to enable such stores to be put to use and deplete the stocks.

(g) *Annual contract system for purchases:*—It is proposed to arrange for the purchase of the majority of items held in stock on annual contract system. This is expected to ensure timely recoupment of stocks. For this purpose the items have been grouped and a programme drawn up on the lines of that issued by Indian Stores Department vide para. 601 of the S. R. C. for Stores Department. This programme has already started to function.

84. Motor delivery van:—The motor delivery van service was introduced from the 6th July, 1938 primarily to carry station Dak from and to all Departments of this Railway in order to ensure expeditious disposal of Dak, as considerable detentions were experienced in the past by some Departments. The van is further utilised for bringing books and forms from the State Press, collection of parcels from the station and other odd jobs of urgent nature. The scheme is still in an experimental stage and if sufficient justification is forthcoming, it will be adopted permanently.

85. Lighting arrangements at stations:—Five Petromax lamps have been provided at Marwar Pali on the Platform.

86. External lighting of trains:—The carriages on this Railway are not fitted with external lighting except the Restaurant Cars.

87. Percentage yield on capital cost of Officer's Bungalows represented by recovery of House rent from officers:—The percentage yield for the year under review is 3·94. The figure has been certified by the Auditor of Accounts, Jodhpur Railway. (This is in reference to Revenue Minister, Government of Jodhpur's letter No. 2505/Est. 25/2 dated 10th January, 1935.)

88. Personnel:—(1) Mr. D. A. Phillips, Executive Engineer, proceeded on 6 months' leave (4 months on full average pay and 2 months on half average pay) from 28/3/38 F. N. handing over charge of his duties to Mr. C. L. Kumar, Assistant Engineer.

(2) Mr. G. T. Grafton, District Loco. Superintendent, proceeded on 7 months' leave on full pay from 12/4/38 out of India, handing over the charge of his duties to Mr. G. H. R. Wingate who in turn handed over charge of his duties to Mr. K. M. C. Gowan.

(3) Major G. F. Evans, Chief Traffic Manager, proceeded on 6 months and 10 days' leave out of India from 1/6/38 F. N. (4 months on full average pay and 2 months and 10 days on half average pay), handing over charge of his duties to Mr. G. T. Simpson, who in turn handed over the charge of his duties to Rai Sahib Ghisoo Lal. Mr. Jagdish Prasad, Head Clerk, Rates section, was promoted to act in place of Rai Sahib Ghisoo Lal during this period.

(4) Mr. C. L. Kumar, Officiating Executive Engineer 'J' proceeded on 22 days' leave on full average pay from 9/7/38 handing over charge of his duties to Mr. J. C. Lejune. He was promoted to officiate for Mr. D. A. Phillips, Executive Engineer 'J' on his transfer to construction from 28/3/38 F. N.

(5) Mr. H. G. De'Mellow. Assistant Controller of Stores, proceeded on 2 months' leave on full pay from 5/9/38 F. N., handing over charge of his duties to Mr. A. N. Baxi, Office Director, Stores Department.

(6) Mr. B. L. Mittu, temporary Assistant Engineer, proceeded on 40 days' leave on full pay from 4/10/38 and again on 3 months and 26 days' leave (1 month on full pay, 1 month half pay and 1 month and 26 days without pay) from 6/12/38. During the period of 3 months and 26 days' leave Mr Samrath Singh Surana was appointed as a temporary Assistant Engineer from 15/12/38

(7) Mr. G. H. A. Wood, Auditor of Accounts, Jodhpur Railway, (on deputation) proceeded on 10½ months' leave out of India from 15/11/38 A. N. handing over charge of his duties to Mr. A. R. Rebello, who joined his duties from 9/11/38 F. N.

(8) Mr. S. H. C. Henry was appointed as Assistant Engineer from 28/11/38 in the vacancy caused by the death of Mr. S. J. Stephens.

(9) Mr. G. T. Simpson, Deputy Traffic Manager, Commercial, proceeded on 8 months' leave out of India (6 months on full average pay and 2 months on half average pay) from 2/3/39 A. N., handing over charge of his duties to Rai Sahib Ghisoo Lal, who in turn handed over charge of his duties to Mr. Jagdish Prasad.

(10) Mr. F. H. L. Strange, Loco. Superintendent, proceeded on 6 months' leave (1 month and 15 days on full average pay and 4 months and 15 days on half average pay) out of India, from 7/3/39 F. N., handing over charge of his duties to Mr. G. T. Grafton, who in turn handed over charge to Mr. G. H. R. Wingate. K. Har Nath Singh, Probationer Assistant Loco. Superintendent, was promoted to act as Assistant Loco. Superintendent vice Mr. G. H. R. Wingate.

(11) Mr. M. V. Rao, Probationer Assistant Traffic Superintendent, proceeded on 29 days' leave on full average pay from 24/3/39 handing over charge of his duties to Mr. Rafi Ahmed, Traffic Inspector.

(12) Mr. J. C. Lejune proceeded on 8 months' leave (4 months on full average pay and 4 months on half average pay) from 29/3/39 A. N.

(13) Mr. Bhagwati Prasad, Supervisor Grade-I, continued to officiate as Assistant Engineer.

89. Conclusion:— In conclusion, I desire to place on record my appreciation of the whole-hearted co-operation and assistance rendered by all Staff — Officers, Subordinates and Men — throughout the year under review.

Jodhpur Railway.

ANNUAL REPORT

1938-39.

SECTION II.

Capital and Revenue Accounts.

(Financial Statements).

JODHPUR RAILWAY.

Annual Report for 1938-39.

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No. 1.—Statement of Capital outlay authorised.

No.	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway	Total for the System.
				Rs.	Rs.	Rs.	
			Total Capital Outlay on final heads as per accounts up to end of the year ending 31st March 1938	4,69,22,889	1,16,18,175	9,71,139	5,95,12,203
			Further Capital Outlay on final heads during the year 1938-39 ..	10,82,226	7,44,432	8,059	18,34,717
			Total ..	4,80,05,115	1,23,62,607	9,79,198	6,13,46,920
1240 B/21	21st March 1939	Railway Board.	Budget for (final heads) 1939-40 .. ..	..	2,39,000	..	2,39,000
9041	27th March 1939	Jodhpur Government.	Budget for (final heads) 1939-40	19,36,000	..	..	19,36,000
M. 6B. 44/81	10th April 1939	Manager Jodhpur Railway.	Budget for (Suspense heads) 1939-40	—67,893	..	..	—67,893
9604	7th April 1939	Jodhpur Government.	Total ..	18,68,107	2,39,000	..	21,07,107

No. V.—Details of Capital Expenditure for the year ending 31st March 1939.

Particulars.	Jodhpur Railway.	Jodhpur- Hyderabad Railway (British Section).	Sind Light Railway Khadro.	Total Metre- Gauge System.
LINES OPEN FOR TRAFFIC.	Rs	Rs.	Rs.	Rs.
I. Preliminary Expenses.—				
1100. Survey Expenses .. .. .	..	..	..	..
1200. Plant .. .. .	..	..	..	..
1300. Establishment .. .. .	..	..	..	..
Total .. .. .	..	..	..	..
II. Land .. .. .	..	280	..	280
III. Structural Engineering Works—				
3100. Formation	—3,584	5,246	..	1,662
3200. Bridge Work	83,120	471	..	83,591
3300. Fencing .. .. .	..	18,323	..	18,323
3400. Ballast	17,847	3,443	..	21,290
3500. Permanent Way	—58,049	32,461	—467	—26,055
3600. Electric Transmission Equipment..	..	..	..	..
3700. Stations and Buildings	27,879	1,04,423	8,438	1,40,740
Total	67,213	1,64,367	7,971	2,39,551
IV. Equipment.—				
4100. Plant	62,664	..	..	62,664
4200. Electric Telegraph and Train Control Equipment .. .. .	..	..	88	88
4300. Station and Office Furniture	—15,830	2,144	..	—13,686
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic	19,641	..	..	19,641
4500. Miscellaneous .. .. .	..	..	..	..
Total	66,475	2,144	88	68,707
V. Rolling Stock				
5100. Rail	9,24,168	..	..	9,24,168
5200. Ferries .. .. .	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic.. .. .	..	..	..	..
Total	9,24,168	..	..	9,24,168
VI. General Charges.—				
6100. Plant Construction .. .. .	..	1,252	..	1,252
6200. Pay and Allowances .. .. .	..	969	..	969
6300. Operating Expenses pending opening of the line to traffic..	..	..	..	..
6400. Office Expenses .. .. .	..	..	..	..
6500. Residential quarters .. .. .	..	..	..	..
6600. Instruments .. .. .	..	..	..	..
6700. General Charges on Stores .. .. .	..	..	..	..
6800. Loss of Cash and Stores .. .. .	..	..	..	..
Total .. .. .	..	2,221	..	2,221
VII. Collieries .. .. .	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.) .. .. .	..	..	..	..
IX. Suspense	86,686	—1,93,129	..	—1,06,443
X. Purchase price of Jhudo Line .. .. .	..	..	..	..
Loss by Exchange .. .. .	..	..	..	..
Deduct,—				
Receipt on Capital Account .. .. .	..	..	..	..
Total Expenditure for the year	11,44,542	—24,117	8,059	11,28,484

No. V.— Details of Capital Expenditure for the year ending 31st March, 1939.

Particulars	Jodhpur Railway	Jodhpur- Hyderabad Railway (British Section)	Sind Light Railway	Total Metre- Gauge System.
			Khadro	
LINE IN COURSE OF CONSTRUCTION.				
	Rs.	Rs.	Rs.	Rs.
I. Preliminary Expenses.—				
1100. Survey Expenses	3,452	8,327	..	11,779
1200. Plant	4,803	4,669	..	9,472
1300. Establishment	8,934	16,166	..	27,119
Total ..	17,189	31,161	..	48,370
II. Land .. .. .	..	69,086	..	69,086
III. Structural Engineering Works.—				
3100. Formation	7,147	65,002	..	72,149
3200. Bridge Work .. .. .	..	80,630	..	80,630
3300. Fencing .. .. .	..	2,704	..	2,704
3400. Ballast .. .. .	..	13,000	..	13,000
3500. Permanent Way .. .. .	..	2,12,220	..	2,12,220
3600. Electric Transmission Equipment .. .. .	..	..	..	..
3700. Stations and Buildings .. .. .	..	44,921	..	44,921
Total ..	7,147	4,18,477	..	4,25,624
IV. Equipment.—				
4100. Plant .. .. .	..	..	..	..
4200. Electric Telegraph and Train Control Equipment .. .. .	..	2,951	..	2,951
4300. Station and Office Furniture .. .. .	..	714	..	714
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic.	..	..	..	..
4500. Miscellaneous .. .. .	..	..	..	..
Total ..	..	3,665	..	3,665
V. Rolling Stock .. .. .	..	..	..	..
5100. Rail .. .. .	..	..	..	..
5200. Ferries .. .. .	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic .. .. .	..	..	..	..
Total ..	..	..	..	..
VI. General Charges.—				
6100. Plant Construction	26	16,991	..	17,017
6200. Pay and Allowances .. .. .	..	18,146	..	18,146
6300. Operating Expenses pending opening of the line to traffic.	..	14	..	14
6400. Office Expenses	8	4,171	..	4,179
6500. Residential quarters .. .. .	..	4,620	..	4,620
6600. Instruments .. .. .	..	3,025	..	3,025
6700. General Charges on Stores .. .. .	..	6,041	..	6,041
6800. Loss of Cash and Stores .. .. .	..	..	..	..
Total ..	34	53,608	..	53,642
VII. Collieries .. .. .	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.) .. .. .	..	..	..	..
IX. Suspense .. .. .	..	21,853	..	21,853
X. Purchase price of Jhudo Line .. .. .	..	..	..	..
Loss by Exchange .. .. .	..	..	..	..
Deduct,—				
Receipt on Capital Account .. .. .	..	597	..	597
Total Expenditure for the year ..	24,370	5,97,278	..	6,21,643
Grand Total ...	11,08,912	5,73,156	8,059	17,50,127

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March 1939.

Particulars	TOTAL EXPENDITURE FROM COMMENCEMENT OF OPERATIONS TO END OF THE YEAR ON FINAL HEADS.			
	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total Metre-Gauge System.
	Rs.	Rs.	Rs.	Rs.
LINES OPEN FOR TRAFFIC MORE THAN TWO YEARS.				
I. Preliminary Expenses.—	2,02,045†	84,864†	3,900†	2,90,809
1100. Survey Expenses .. .. .	..	..	..	..
1200. Plant .. .. .	..	..	..	..
1300. Establishment.. .. .	..	..	..	..
Total	2,02,045†	84,864†	3,900†	2,90,809
II. Land	39,379	2,12,571	..	2,51,950
III Structural Engineering Works.	1,52,66,576†	50,27,438†	6,95,605*	2,09,89,619
3100. Formation	19,52,272	8,64,160	64,671	28,81,103
3200. Bridge Work	27,41,285	8,17,165	51,062	36,09,512
3300. Fencing	2,27,845	3,93,650	954	6,22,349
3400. Ballast	17,847	3,443	..	21,290
3500. Permanent Way	-58,050	32,461	-467	-26,056
3600. Electric Transmission Equipment	64,43,371	26,29,039	91,636	91,64,046
3700. Stations and Buildings .. .. .	..	..	..	..
Total	2,65,91,146	97,67,256	9,03,661	3,72,62,063
IV. Equipment.. .. .	18,24,540†	1,02,190†	4,312†	19,31,042
4100. Plant	62,664	..	..	62,664
4200. Electric Telegraph and Train Control Equipment	52,597	25,345	5,294	83,236
4300. Station and Office Furniture	-15,830	2,144	..	-13,686
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic	19,641	..	..	19,641
4500. Miscellaneous .. .. .	..	..	..	..
Total	19,43,612	1,29,679	9,606	20,82,897
V. Rolling Stock	1,78,64,369†	..	..	1,78,64,369
5100. Rail	9,24,168	..	..	9,24,168
5200. Ferries .. .. .	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic.. .. .	..	..	..	..
Total	1,87,88,537	..	..	1,87,88,537
VI. General Charges	3,58,632†	3,85,628†	58,414†	8,02,674
6100. Plant Construction .. .. .	..	31,762	3,617	35,379
6200. Pay and Allowances .. .. .	..	969	..	969
6300. Operating Expenses pending opening of the line to traffic. .. .. .	..	..	..	..
6400. Office Expenses .. .. .	..	..	..	..
6500. Residential quarters .. .. .	..	..	..	..
6600. Instruments .. .. .	..	..	..	..
6700. General Charges on Stores .. .. .	..	..	..	..
6800. Loss of Cash and Stores .. .. .	..	..	..	..
Total	3,58,632	4,18,359	62,031	8,39,022
VII. Collieries .. .. .	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.) .. .. .	..	..	..	..
IX. Suspense	10,44,546	29,772	..	10,74,318
X. Purchase price of Jhudo Line .. .. .	..	11,48,649	..	11,48,649
Loss by Exchange .. .. .	..	27,238	..	27,238
Deduct.—				
Receipt on Capital Account .. .. .	..	1,430	..	1,430
Total Expenditure for the year	4,89,67,897	1,18,16,958	9,79,198	6,17,64,053

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March, 1939.

Particulars.	TOTAL EXPENDITURE FROM COMMENCEMENT OF OPERATIONS TO END OF THE YEAR ON FINAL HEADS.			
	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total Metre Gauge-System.
LINE IN COURSE OF CONSTRUCTION.	Rs.	Rs.	Rs.	Rs.
I. Preliminary Expenses.—	57,394†	..	..	57,394
1100. Survey Expenses	3,452	8,327	..	11,779
1200. Plant	4,803	4,669	..	9,472
1300. Establishment	8,934	18,185	..	27,119
Total ..	74,583	31,181	..	1,05,764
II. Land .. .. .	..	69,086	..	69,086
III. Structural Engineering Works—				
3100. Formation	7,147	65,002	..	72,149
3200. Bridge Work .. .. .	..	80,630	..	80,630
3300. Fencing .. .. .	..	2,704	..	2,704
3400. Ballast .. .. .	..	13,000	..	13,000
3500. Permanent Way .. .. .	..	2,12,220	..	2,12,220
3600. Electric Transmission Equipment .. .. .	..	..	..	..
3700. Stations and Buildings .. .. .	..	44,921	..	44,921
Total ..	7,147	4,18,477	..	4,25,624
IV. Equipment —				
4100. Plant .. .. .	..	..	..	..
4200. Electric Telegraph and Train Control Equipment .. .. .	..	2,951	..	2,951
4300. Station and Office Furniture .. .. .	..	714	..	714
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic .. .. .	..	..	..	..
4500. Miscellaneous .. .. .	..	..	..	..
Total ..	..	3,665	..	3,665
V. Rolling Stock—				
5100. Rail .. .. .	..	..	..	..
5200. Ferries .. .. .	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic .. .. .	..	..	..	..
Total ..	..	..	..	..
VI. General Charges.—				
6100. Plant Construction	26	16,991	..	17,017
6200. Pay and Allowances .. .. .	..	18,146	..	18,146
6300. Operating Expenses pending opening of the line to traffic. .. .. .	..	14	..	14
6400. Office Expenses	8	4,171	..	4,179
6500. Residential quarters .. .. .	..	4,620	..	4,620
6600. Instruments .. .. .	..	3,625	..	3,625
6700. General Charges on Stores .. .. .	..	6,041	..	6,041
6800. Loss of Cash and Stores .. .. .	..	..	..	..
Total ..	34	53,603	..	53,642
VII. Collieries .. .. .	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.) .. .. .	..	..	..	..
IX. Suspense .. .. .	..	21,853	..	21,853
Loss by Exchange .. .. .	..	..	..	..
Deduct.—				
Receipt on Capital Account .. .. .	..	597	..	597
Total Expenditure for the year ..	81,764	5,97,273	..	6,79,037
GRAND TOTAL ..	4,90,49,661	1,24,14,231	9,79,198	6,24,43,090

† Expenditure to end of March 1938, recorded under old heads cannot be distributed in accordance with the revised Classification.

* Represents amount of Ballast and Permanent way combined to end of March 1938, which cannot be distributed separately.

No. VII.—CAPITAL ACCOUNT.

JODHPUR—HYDERABAD RAILWAY.—(*British Section.*)

<i>Dr.</i>			<i>Cr.</i>
	Rs.	By—	Rs.
To expenditure incurred in India.	1,00,28,208	I.—Preliminary Expenses	81,864†
To expenditure incurred in England		1100. Survey Expenses .. .. .	..
		1200. Plant .. .. .	..
		1300. Establishment .. .. .	..
Stores @ 2s a rupee to end of 1926-27 Rs. 15,01,966.		II.—Land.	2,12,571
Stores @ 1s 6d a rupee during 1927-28 Rs. 2,86,784.		III.—Structural Engineering Works	50,27,438*
Stores from 1928-29 to 1938-39 Rs. Nil.	17,88,750	3100. Formation	8,64,160
Miscellaneous.		3200. Bridge Work	8,17,165
To charge for leave and pension allowances	20,522	3300. Fencing	3,93,550
To charge for Capitalization of abatement of land revenue ..	40,022	3400. Ballast	3,443
		3500. Permanent Way	32,461
		3600. Electric Transmission Equipment ..	..
		3700. Stations and Buildings	20,29,039
		IV.—Equipment	1,02,190†
		4100. Plant .. .. .	..
		4200. Electric Telegraph and Train Control Equipment	25,345
		4300. Station and Office furniture	2,144
		4400. Motors, Lorries, Steamers or boats required for the general purposes of the Railway but not for public traffic .. ..	..
		4500. Miscellaneous .. .. .	..
		V.—Rolling Stock.	
		5100. Rail .. .. .	..
		5200. Ferries .. .. .	..
		5300. Road-Motor Cars and Lorries for public traffic .. ..	..
		VI.—General Charges	3,85,628†
		6100. Plant construction	31,762
		6200. Pay and allowances	969
		6300. Operating Expenses pending opening of the line to traffic .. ..	..
		6400. Office expenses .. .. .	..
		6500. Residential Quarters .. .. .	..
		6600. Instruments .. .. .	..
		6700. General charges on stores .. ..	..
		6800. Loss of Cash and Stores .. ..	..
		VII.—Collieries .. .. .	..
		VIII.—Miscellaneous (interest during construction) ..	..
		Loss by exchange	27,238
		IX.—Suspense Accounts	29,772
		Total	1,03,69,739
		X.—Purchase price of Jhudo Line	11,48,649
		Total	1,18,18,388
		Deduct.—	
		Receipts on Capital Accounts	1,430
		Net Capital Outlay	1,18,16,958
		Add.—Charge for leave and pension allowances ..	20,522
		Add.—Charge for Capitalization of abatement of land revenue	40,022
Total ..	1,18,77,502	Total ..	1,18,77,502

† Expenditure to end of March 1938 recorded under old heads cannot be distributed in accordance with the revised classification.

* Represents the amount of ballast and permanent way combined to end of March 1938, which cannot be distributed separately.

No. VIII.
JODHPUR RAILWAY (*Whole System*).
Revenue Accounts for the year ending 31st March 1939.

Dr.

Cr.

E X P E N D I T U R E .				E A R N I N G S .		
Percentage on gross earnings.	Previous year	Particulars.	Year ended 31st March 1939.	Percentage on gross earnings.	Previous year.	Particulars.
	Rs.		Rs.		Rs.	Rs.
8.12	10,28,635	To Maintenance of structural works...	10,35,927	8.55		
14.27	18,07,684	„ Maintenance and supply of Locomotive Power	19,27,607	15.92		
4.26	5,39,368	„ Maintenance of Carriage and Wagon Stock	6,35,650	5.25		
8.65	10,95,145	„ Expenses of Traffic Department ..	9,61,031	7.93		
4.88	6,18,426	„ Expenses of General Department.	4,53,202	3.74		
5.52	6,99,498	„ Miscellaneous Expenses ..	6,50,545	5.37		
..	..	„ Electrical Service Department ..	3,03,813	2.51		
5.89	7,45,333	„ Renewal and Replacement Expenditure	11,27,081	9.31		
1.05	1,32,970	Payment to Worked Lines.— (a) Net Earnings ..	1,20,693	1.00		
..	..	(b) Rebate .. ..	..	..
..	..	(c) Subsidy .. ..	..	..
52.64	66,67,059	Total Working Expenses ..	72,15,549	59.58		
47.36	59,97,768	To Balance Net Earnings ..	48,94,630	40.42		
100.00	1,26,64,827	Total	1,21,10,179	100.00		
					1,26,64,827	Total Earnings ..
						1,21,10,179

By
I.—Earnings from Coaching Traffic.—
Passenger Traffic.—
Upper Classes .. 3,89,025
Third Class .. 37,45,639
Other Traffic .. 5,67,443
II.—Earnings from Goods Traffic. 69,39,235
III.—Miscellaneous Earnings .. 4,68,837

A. R. REHELLO,
Auditor of Accounts,
Jodhpur Railway.

Dated the 13th June, 1939.

No. VIII. (*Continued*)
JODHPUR RAILWAY—(Jodhpur section)
Revenue Account for the year ending 31st March 1939.

Dr.

Cr.

Expenditure.				Earnings.			
Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1939.	Percentage on gross earnings	Previous year.	Particulars.	Year ended 31st March 1939.
	Rs.		Rs.		Rs.		Rs.
8-23	7,01,763	To Maintenance of structural works.	6,86,408	8-32			
14-08	12,00,845	" Maintenance and supply of Loco-motive power ..	12,95,352	15-70			
4-20	3,58,302	" Maintenance of Carriage and Wagon Stock ..	4,27,157	5-18			
8-53	7,27,505	" Expenses of Traffic Department..	6,45,663	7-83			
4-82	4,10,523	" Expenses of General Department.	2,98,309	3-62			
2-79	2,38,112	" Miscellaneous Expenses ..	2,07,507	2-51	2,50,299	Upper Classes ..	2,32,153
..	..	" Electrical Service Department. ..	2,06,643	2-50	24,68,487	Third Class ..	24,21,864
7-00	5,96,853	" Renewal & Replacement Expenditure.. ..	6,56,418	7-96	4,14,033	Other Traffic. ..	4,21,328
..	..	Payment to worked lines :—	..	..	49,76,519	II.—Earnings from Goods Traffic	47,49,170
..	..	(a) Net Earnings ..	..	..	
..	..	(b) Rebate ..	..	..	
..	..	(c) Subsidy ..	..	..	4,17,384	III —Miscellaneous Earnings ..	4,24,957
49-65	42,33,903	Total Working Expenses ..	44,23,457	53-62			
50-35	42,92,819	To Balance Net Earnings ..	38,26,015	46-38			
100-00	85,26,722	Total ..	82,49,472	100-00	85,26,722	Total Earnings ..	82,49,472

Dated the 13th June, 1939.

A. R. REBELLO,
Auditor of Accounts,
Jodhpur Railway.

MIRPURKHAS-KHADRO RAILWAY.

Revenue Accounts for the year ending 31st March 1939.

Dr.

Cr.

Expenditure.				Earnings.		
Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1939.	Percentage on gross earnings.	Previous year.	Particulars.
	Rs.		Rs.		Rs.	Rs.
7.65	16,961	To Maintenance of structural works.	22,123	11.00		
10.65	23,589	„ Maintenance and supply of Loco-motive Power ..	20,626	10.25		
3.67	8,135	„ Maintenance of Carriage and Wagon Stock ..	7,278	3.62		
6.39	14,169	„ Expenses of Traffic Department ..	9,499	4.72		
3.62	8,012	„ Expenses of General Department.	4,655	2.32		
8.02	17,781	„ Miscellaneous Expenses ..	13,344	6.63	6,649	By I. Earnings from Coaching Traffic:— Passenger Traffic:— Upper Classes ..
..	..	„ Electrical Service Department ..	2,927	1.46	1,13,025	Third Class ..
..	..	„ Renewal & Replacement Expenditure ..	..	..	5,612	Other Traffic ..
..	..	Payment to worked lines— (a) Net Earnings ..	..	..	94,808	II. Earnings from Goods Traffic..
..	..	(b) Rebate ..	..	..	1,523	III. Miscellaneous Earnings ..
..	..	(c) Subsidy ..	..	..
40.00	88,647	Total Working Expenses ..	80,462	40.00		
60.00	1,32,970	To Balance Net Earnings ..	1,20,693	60.00		
100.00	2,21,617	Total ..	2,01,155	100.00	2,21,617	Total Earnings ..
						2,01,155

A. R. REBELLO,
Auditor of Accounts,
Jodhpur Railway.

Dated the 13th June, 1939.

No. IX.

JODHPUR RAILWAY.- (System.)

Summary of Working Expenses for the year ending 31st March 1939.

	JODHPUR RAILWAY.					JODHPUR-HYDERABAD RAILWAY INCLUDING MIRPURKIAS-KHADRO LINE.					Total for the system
	I	II	III	IV	Total.	I	II	III	IV	Total.	
	General Adminis- tration.	Ordinary Repairs and Main- tenance.	Operating Expenses.	Renewal and Re- placements.		General Adminis- tration.	Ordinary Repairs and Main- tenance.	Operating Expenses.	Renewal and Re- placements		
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Abstract A	..	1,62,459	5,23,949	4,58,032	11,44,440	76,752	2,72,767	..	3,84,975	7,34,494	18,78,934
"	..	92,013	2,86,501	1,18,661	14,14,013	44,911	1,39,840	4,47,504	52,541	6,84,796	20,98,809
"	..	80,136	3,19,012	79,725	5,06,882	39,114	1,55,708	13,671	33,147	2,41,640	7,48,522
"
"	..	1,10,026	21,616	..	6,45,663	53,703	10,551	2,51,114	..	3,15,368	9,61,031
"	..	2,97,266	1,043	..	2,98,309	1,54,384	509	..	..	1,54,893	4,53,202
"	..	1,68,311	..	..	2,07,507	82,152	..	3,60,886	..	4,43,038	6,50,545
"	..	3,226	1,27,452	75,965	2,06,643	1,574	58,407	37,189	..	97,170	3,03,813
Total for the system	..	9,13,437	12,79,573	6,56,418	44,23,457	4,52,590	6,37,782	11,10,364	4,70,663	26,71,399	70,94,856

Abstract A.

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur-Hyderabad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1,07,286	36,016	71,270	I. GENERAL ADMINISTRATION.—			
..	..	..	1100. Pay and Leave Salary.—			
..	..	..	1110. Administrative and Executive Officers ..	61,569	30,057	91,626
..	..	..	1111. Civil Engineers .. ..	..	..	..
..	..	..	1112. Signal Engineers .. ..	..	..	..
..	..	..	1113. Bridge Engineers .. ..	..	..	..
49,903	15,767	34,136	1120. Subordinate supervising staff .. ..	..	..	..
..	..	..	1121. Permanent Way	15,075	6,268	22,241
..	..	..	1122. Works	13,222	6,129	19,351
..	..	..	1123. Signal and Inter-locking	5,141	1,749	6,890
..	..	..	1124. Bridge .. ..	..	..	..
53,994	18,126	35,868	1130. Office Staff	37,013	18,143	55,156
..	..	..	1131. Way and Works .. ..	..	..	..
..	..	..	1132. Signal and Inter-locking .. ..	..	..	..
..	..	..	1133. Bridge .. ..	..	..	..
4,169	1,394	2,775	1200. Travelling and other Compensatory Allowances..	3,812	1,857	5,669
..	..	..	1300. Passages .. ..	..	..	..
..	..	..	1301. Officers	997	467	1,464
..	..	..	1302. Subordinates .. ..	..	..	..
8,209	2,763	5,446	1400. Contingent Office expenses.. ..	6,764	3,290	10,044
..	..	..	1500. Overseas pay of Officers paid in England ..	13,363	6,525	19,893
..	..	..	1600. Leave salary of Officers and Subordinates paid in England,	4,603	2,249	6,857
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel. .. ..	..	..	..
2,23,561	74,066	1,49,495	A—1. TOTAL GENERAL ADMINISTRATION ..	1,62,459	76,752	2,39,211
			II. ORDINARY REPAIRS AND MAINTENANCE.—			
			2100. Structural Works.—			
5,27,121	1,64,005	3,63,116	2110. Track (including sidings other than Workshop sidings). ..	..	..	..
..	..	..	2111. Wages of Permanent Gauge. (i) Ordinary. ..	2,80,951	1,31,926	4,18,877
..	..	..	.. (ii) Special ..	3,249	4,939	8,188
..	..	..	2112. Wages of Temporary Gauge. (i) Ordinary. ..	280	2,415	2,695
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2113. Ballast (i) Ordinary. ..	5,518	17,753	23,271
..	..	..	.. (ii) Special ..	514	..	514
..	..	..	2114. Permanent way and other stores. (i) Ordinary. ..	16,936	5,227	22,163
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2115. Earth Work (i) Ordinary. ..	6,936	7,605	14,543
29,909	2,069	27,840	.. (ii) Special ..	11,235	—2	11,233
..	..	..	2120. Bridges (other than over and under Bridges) (i) Ordinary. ..	22,492	6,733	29,225
..	..	..	.. (ii) Special ..	1,673	107	1,880
..	..	..	2130. Foot and Road over bridges and under bridges. (i) Ordinary. ..	633	..	633
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2140. Tunnels. (i) Ordinary. ..	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
24,188	10,901	13,287	2150. Service buildings.—			
..	..	..	2151. Offices (i) Ordinary. ..	—872	1,642	770
..	..	..	.. (ii) Special ..	14,485	5,293	19,778
..	..	..	2152. Stations (i) Ordinary. ..	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2153. Running Shed. .. (i) Ordinary. ..	334	54	388
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2154. Workshops and Stores .. (i) Ordinary. ..	1,852	4,732	6,584
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2155. Electric power stations and sub-stations. (i) Ordinary. ..	29	..	29
..	..	..	.. (ii) Special ..	..	..	..
64,491	17,532	46,909	2160. Residential Staff Quarters.—			
..	..	..	2161. Rent returning (i) Ordinary. ..	12,017	3,110	15,127
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2162. Non-rent returning (i) Ordinary. ..	34,702	17,222	51,924
..	..	..	2163. Welfare of building	552	142	694
..	..	..	2170. Shore connections at Ferries .. (i) Ordinary. ..	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
6,45,709	1,94,557	4,51,152	Carried Over ..	4,19,418	2,03,698	6,23,116

Abstract A.—(Concluded.)

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hyder- abad Railway. (British Section)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
6,45,709	1,94,557	4,51,152	Brought Forward ..	4,19,418	2,08,898	6,28,316
..	..	..	2180. Ecclesiastical.—	..	..	..
..	..	..	2181. Churches (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
..	..	..	2182. Monuments (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
15,224	9,036	6,138	2190. Miscellaneous.—	..	..	..
—3,476	50	—3,526	2191. Service Roads (i) Ordinary.	—2	3,751	3,749
..	..	..	Replacements & Renewals of non-wasting assets (A II-I b) (ii) Special ..	..	..	..
..	..	..	2192. Other than service roads (fencing etc.) (i) Ordinary.	3,080	5,915	8,995
..	..	..	.. .. (ii) Special ..	..	..	..
15,415	6,188	9,227	2200. Equipment.—	..	..	..
9,480	2,980	6,500	2210. Engineers' tools and plants	9,284	6,053	15,337
..	..	..	2220. Service Motor Cars (Rail, Road and Trolleys).	..	..	..
..	..	..	2221. Repair costs	3,457	1,356	4,813
..	..	..	2222. Working costs	1,010	612	1,622
697	189	508	2230. Furniture and office equipment	652	574	1,226
6,377	1,708	4,669	Electric wiring and installation equipments (A II-I d) ..	..	..	..
40,432	9,609	30,823	2240. Station Machinery.—	..	..	..
..	..	..	2241. For water .. ..	..	..	..
..	..	..	2242. Other than for water (i) Ordinary.	26,141	10,986	37,127
..	..	..	.. .. (ii) Special ..	..	..	..
..	..	..	2250. Signal and inter-locking works.	..	..	..
..	..	..	2251. Interlocked and semi- interlocked (i) Ordinary.	14,255	7,818	22,073
..	..	..	.. .. (ii) Special ..	333	1,576	1,909
..	..	..	2252. Non-interlocked (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
3,621	..	3,621	2300. Conservancy of rivers .. ..	..	..	..
1,877	591	1,286	2400. Plantations, Nurseries and Gardens	3,361	1,520	4,881
54,211	18,304	35,907	2500. New Minor works.	..	..	..
..	..	..	2501. Original works or additions	32,322	20,279	52,601
..	..	..	2502. Replacements	1,974	782	2,756
17,508	10,216	7,292	2600. Miscellaneous expenses.	..	..	..
—2,001	—672	—1,329	2601. Carriage of Revenue Stores (i) Ordinary.	8,725	2,515	11,240
..	..	..	.. .. (ii) Special ..	..	120	120
..	..	..	2602. Loss of cash .. ..	..	2	2
..	..	..	2603. Loss of stores. (Physical losses)	—105	—51	—156
..	..	..	2604. Loss of stores depreciation or deterioration ..	44	61	105
..	..	..	2700. Leave allowances and pay in lieu of notice to re- trenched personnel .. ..	..	..	..
8,05,074	2,52,806	5,52,268	A—II. TOTAL REPAIRS AND MAINTENANCE ..	5,23,949	2,72,767	7,96,716
6,35,873	1,16,324	5,19,549	IV. Appropriation to Depreciation Reserve Fund or Replacements and Renewals.—	..	..	..
8,087	545	7,542	4100. Structural Works.	..	..	..
..	..	..	4101. Track (Running lines sidings and yards) ..	4,90,468	4,19,300	9,09,768
21,112	10,155	10,957	4102. Bridges and works incidental thereto ..	7,865	..	7,865
1,612	871	741	4103. Tunnels and works incidental thereto ..	..	..	..
..	..	..	4104. Service buildings	2,187	2,118	4,305
..	..	..	4105. Residential staff quarters	—895	13,145	12,250
..	..	..	4106. Shore connections at ferries .. ..	..	..	..
..	..	..	4107. Miscellaneous	3	1,523	1,526
2,784	..	2,784	4200. Equipment.	..	..	..
1,885	..	1,885	4201. Station Machinery	3	..	3
..	..	..	4202. Signal and inter-locking .. ..	..	2,553	2,553
2,785	1,041	1,744	4203. Service Motor cars and trolleys .. ..	..	..	..
—45,329	—16,712	—29,617	4204. Miscellaneous	4	1,446	1,450
6,28,809	1,13,224	5,15,585	4300. Credits for released materials	—41,603	—55,110	—96,713
..	..	..	TOTAL REPLACEMENTS AND RENEWALS ..	4,58,032	3,84,975	8,43,007
..	..	..	4400. Net Appropriation to Depreciation Reserve Fund plus or minus .. ..	..	..	..
..	..	..	IV. Total Appropriation to Depreciation Reserve Fund ..	..	..	..
16,57,444	4,40,096	12,17,348	TOTAL ABSTRACT A ..	11,44,440	7,34,494	18,78,934

Value of Stores returned to stock and credited during the year 1938-39 is Rs. 58,725/- (JR 9,591/- and JHR 49,134/-).

Abstract B.

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I.—GENERAL ADMINISTRATION—						
1100. Pay and Leave salary—						
1110. Officers—						
22,080	7,396	14,684	{ 1111. Administrative	3,925	1,916	5,841
			{ 1112. Workshops	3,925	1,916	5,841
..	..	..	1113. Running	7,455	3,639	11,094
1120. Subordinate Supervising Staff—						
..	..	..	1121. Administrative Offices	2,548	1,244	3,792
46,161	15,496	30,665	{ 1122. Workshops	10,628	5,187	15,815
			{ 1123. Running	17,133	8,862	25,995
1130. Office Staff—						
..	..	..	1131. Administrative Offices	16,850	8,224	25,074
53,340	17,906	35,434	1132. Workshops	10,422	5,087	15,509
..	..	..	1133. Running	8,635	4,215	12,850
2,775	932	1,843	1200. Travelling and Compensatory Allowances ..	2,141	1,016	3,157
1300. Passages—						
..	..	..	1301. Officers	893	436	1,329
..	..	..	1302. Subordinates .. ..	..	..	..
4,422	1,484	2,938	1400. Contingent Office expenses	2,633	1,285	3,918
..	..	..	1500. Overseas pay of officers paid in England ..	1,392	680	2,072
..	..	..	1600. Leave salary of officers and subordinates paid in England	3,480	1,674	5,154
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
1,28,728	43,214	85,514	B. 1—Total General Administration	92,013	44,911	1,36,924
II.—ORDINARY REPAIRS AND MAINTENANCE—						
2100. Locomotive—						
2110. Running Repairs—						
2,20,437	74,001	1,46,436	2111. Repairing and fitting { Wages .. 38,833 18,955 57,788	38,833	18,955	57,788
			done in sheds .. { Materials .. 22,602 11,032 33,634	22,602	11,032	33,634
1,78,795	60,021	1,18,774	2112. Works done in Shops { Wages .. 30,016 14,651 44,667	30,016	14,651	44,667
			for sheds { Materials .. 48,629 23,736 72,365	48,629	23,736	72,365
..	..	..	2113. Leave salary paid in { Wages 211,000 100,000 311,000	..	..	..
			England { Materials 211,000 100,000 311,000	..	..	..
3,99,232	1,34,022	2,65,210	Total (Carried Over) ..	1,40,080	68,374	2,08,454

Abstract B.—(Contd.)

No. X.—Maintenance and supply of Locomotive Power.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway. (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
3,99,232	1,84,022	2,65,210	Brought Forward ..	1,40,080	68,374	2,08,454
..	2120. Workshops repairs (Outturn from manu- facture suspense)—			
..	2121. Periodical overhauls .. { Wages ..	62,970	30,736	93,706
..	{ Materials ..	44,667	21,801	66,468
..	2122. Intermediate overhauls { Wages ..	..	..	..
..	{ Materials ..	187	91	278
..	2123. Special overhauls .. { Wages ..	..	..	..
..	{ Materials ..	..	..	..
..	2124. Superheater and other { Wages ..	..	..	..
..	conversions .. { Materials ..	177	87	264
..	2125. Other repairs .. { Wages ..	..	..	..
..	{ Materials ..	..	..	..
..	2126. Special Adjustments.. { Wages ..	79	39	118
..	{ Materials ..	539	263	802
..	2127. Trials and experiments { Wages ..	4	2	6
..	{ Materials ..	159	77	236
..	2128. Overcharges and Under- { Wages ..	..	..	..
..	charges on cost .. { Materials ..	..	..	..
..	2129. Overcharges and Under- { Wages ..	..	..	..
..	charges manufacture .. { Materials ..	..	..	..
..	and repairs ..	..	..	..
4,016	1,348	2,668	2200. Equipment—			
..	2210. Machinery and Tools—			
..	2211. Shed machinery and { Wages ..	827	403	1,230
..	tools .. { Materials ..	806	393	1,199
..	2212. Wages of pump fitting { Wages ..	12,228	5,069	18,197
..	staff, pumps, materials .. { Materials ..	3,814	1,861	5,675
..	and tools for pumps. ..	..	..	..
..	2213. Workshop machinery { Wages ..	2,999	1,464	4,463
..	(outturn from manu- .. { Materials ..	1,957	955	2,912
..	facture suspense) ..	..	..	..
..	2220. Service Motor Cars (Rail and Road and Trolleys)—			
..	2221. Repair Costs .. { Wages ..	259	126	385
..	{ Materials ..	9	5	14
..	2222. Working Costs .. { Wages ..	53	26	79
..	{ Materials ..	6	3	9
..	2230. Furniture and Office equip- { Wages ..	432	211	643
..	ment .. { Materials ..	110	58	177
4,189	1,405	2,781	2300. New minor works—			
..	2301. Original works or { Wages ..	123	60	183
..	additions .. { Materials ..	13,828	6,749	20,577
..	2302. Replacements .. { Wages ..	1,885	920	2,805
..	{ Materials ..	—1,706	—833	—2,539
..	2400. Pay and leave salary in lieu of notice to retrenched personnel ..	..	..	..
4,05,533	1,36,187	2,69,396	B. II.—Total Ordinary repairs and Maintenance ..	2,86,501	1,39,840	4,26,341
91,482	30,711	60,771	III.—OPERATING EXPENSES—			
1,01,257	33,992	67,265	3100. Running Staff—			
50,770	17,043	33,727	3101. Wages of Loco Crews ..	63,069	30,784	93,853
..	3102. Mileage and overtime ..	64,880	31,666	96,546
..	3103. Wages of shed and yard cleaning ..	32,048	15,643	47,691
8,512	2,858	5,654	3104. Contingent charges including clothing ..	3,447	1,682	5,129
..	3105. Leave allowances paid in England ..	..	..	..
..	3106. Passages for non-gazetted staff ..	..	..	..
2,52,021	84,604	1,67,417	Total (Carried Over) ..	1,63,444	79,775	2,43,219

Abstract B.—(Concluded).

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hyder- abad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
2,52,021	84,604	1,67,417	Brought Forward ..	1,63,444	79,775	2,43,219
			Weight in Tons.			
			Cost at Pits mouth.			
1,62,955	54,704	1,08,251	3200. Fuel—			
..	..	..	3210. Coal—			
..	..	..	3211. Indian	63,138	4'47	1,77,809
..	..	..	3212. Foreign .. ..	..	..	86,833
..	..	..	3220. Patent Fuel .. ..	..	..	2,64,732
..	..	..	3230. Oil Fuel .. ..	..	..	..
1,530	514	1,016	3240. Wood and other Fuel	945	402	..
5,69,146	1,91,062	3,78,084	3250. Freight on Fuel—			1,407
1,40,814	47,103	93,211	3251. Sea and Foreign Railway	3,87,870	1,80,317	5,77,187
8,571	2,877	5,694	3252. Home Railway	1,03,274	50,407	1,53,681
..	..	..	3260. Handling charges on Fuel	5,606	2,737	8,343
..	..	..	3270. Losses of Fuel	6,505	3,175	9,680
..	..	..	3280. Loss on working of State Railway Collieries .. ..	..	..	..
1,14,026	38,279	75,747	3300. Water	62,500	30,505	93,005
20,558	6,901	13,657	3400. Oil, Tallow and other Stores	14,646	7,149	21,795
..	..	..	3500. Payments to other Railways—			
..	..	..	Total J. Ry. J. H. Ry.			
..	..	..	3501. Haulage of trains.	247 166 81 Receipts		
..	..	..	1,436 1,301 635 Charges	—1,135	—554	—1,689
..	..	..	3502. Shunting at Joint Stations.	21,530 14,468 7,662 Receipts		
..	..	..	Charges	—14,468	—7,062	—21,530
..	..	..	3503 Hire of Locomotives	Receipts		
..	..	..	Charges	—2	—1	—3
..	..	..	3600. Miscellaneous Expenses—			
2,777	932	1,845	3601. Carriage of Revenue stores excluding fuel	1,827	892	2,719
5,1 52	1,730	3,422	3602. Loss of Cash .. ..	..	..	..
..	..	..	3603 Loss of Stores—Physical loss	9,473	4,624	14,097
..	..	..	3604. Loss of stores due to Depreciation or Deterioration	—1,546	—755	—2,301
..	..	..	3700. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
429	144	285	Other items [B. III.—6 (c) ] .. ..	..	..	..
12,73,423	4,27,488	8,45,935	B. III.—Total Operating Expenses	9,16,838	4,47,504	13,64,342
..	..	..	IV.—Appropriation to Depreciation Reserve Fund or Replacements and Renewals—			
960	322	638	4100. Steam Locomotives—			
..	..	..	4101. Workshop Charges	49,961	21,757	71,718
..	..	..	4102. Other Charges and adjustments .. ..	..	..	..
..	..	..	4200. Steam Loco Boilers—			
..	..	..	4201. Workshop Charges	49,744	21,739	71,483
..	..	..	4202. Other Charges .. ..	..	..	..
15,262	5,124	10,138	4300. Equipment—			
..	..	..	4301. Workshop Machinery	21,592	10,332	31,924
..	..	..	4302. Running Shed Machinery	7,150	3,489	10,639
..	..	..	4303. Service Motor Cars .. ..	..	..	..
—608	—204	—404	4400. Credits for released materials	—9,786	—4,776	—14,562
15,614	5,242	10,372	Total Replacements and Renewals	1,18,661	52,541	1,71,202
..	..	..	4500. Net appropriation to Depreciation Reserve Fund (+) or (—) .. ..	..	..	..
..	..	..	B. IV.—Total Appropriation to Depreciation Reserve Fund	..	..	..
18,23,298	6,12,081	12,11,217	Total Abstract 'B'	14,14,013	6,84,796	20,98,809

Value of Stores returned to stock and credited during the year 1938—39 is Rs. 15,011/- (J. R. 10,087/- & J. H. R. 4,924/-)

Abstract C.

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1100. Pay and leave salary.—			
			1110. Officers.—			
22,030	7,395	14,635	1111. Administrative	3,925	1,916	5,841
			1112. Workshops	3,925	1,916	5,841
			1113. Running	7,454	3,639	11,093
			1120. Subordinate Supervising Staff.—			
			1121. Administrative Offices	2,548	1,244	3,792
37,598	12,622	24,976	1122. Workshops	22,189	10,830	33,019
			1123. Running	2,339	1,142	3,481
			1130. Office Staff —			
			1131. Administrative Offices	16,849	8,224	25,073
41,931	14,076	27,855	1132. Workshops	10,407	5,080	15,487
962	323	639	1133. Running	951	464	1,415
			1200. Travelling and other compensatory allowances. ..	1,250	610	1,860
			1300. Passages.—			
			1301. Officers	893	436	1,329
			1302. Subordinates			
4,340	1,457	2,883	1400. Contingent Office Expenses	2,583	1,260	3,843
			1500. Overseas pay of Officers paid in England ..	1,393	679	2,072
			1600. Leave salary of subordinates and Officers paid in England	3,430	1,674	5,104
			1700. Pay and leave salary in lieu of notice to retrenched personnel			
1,06,861	35,873	70,988	C.—I.—TOTAL GENERAL ADMINISTRATION ..	80,136	39,114	1,19,250
			II.—ORDINARY REPAIRS AND MAINTENANCE.—			
			2100. Coaching Vehicles.—			
			2110 Running Repairs —			
18,954	6,363	12,591	2111. Work done on sick lines and train examining stations ..	2,570	1,255	3,825
			2112. Work done in Workshop for sick lines	721	352	1,073
			2120. Workshop repairs (Out-turn from manufacture suspense).—	3,822	1,866	5,688
			Passenger Carriages.—	2,674	1,305	3,979
1,90,378	63,910	1,26,468	2121. Periodical Overhauls	80,246	39,168	1,19,414
			2122. Special Repairs	34,304	16,743	51,047
			2123. Petty Repairs	1,187	579	1,766
			2124. Other Repairs	1,693	826	2,519
			2125. Special Adjustments	679	283	862
			2126. Trials and Experiments	37	18	55
			2130. Workshop repairs (Out-turn from manufacture suspense) Other Coaching Vehicles (Tourist cars and Restaurant cars).—	8	4	12
28,694	9,633	19,061	2131. Periodical Overhauls	190	93	283
			2132. Special Repairs	2,013	982	2,995
			2133. Petty Repairs	1		1
			2134. Other Repairs	1,767	862	2,629
			2135. Special Adjustments			
			2136. Trials and Experiments			
			2137. Overcharges and Undercharges—Oncost	10,766	5,255	16,021
			2138. Overcharges and Undercharges—Manufactures ..	4,958	2,421	7,379
			2200. Rail Cars —	1		1
			2210. (Steam propelled) Running Repairs.—	5	2	7
			2211. Work done in sick lines	49	24	73
			2212. Work done in Workshops for sick lines	66	32	98
2,38,026	79,906	1,58,120	Total (Carried Over) ..			
				1,47,750	72,115	2,19,865

Abstract C.—(Contd.)

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs. 2,38,026	Rs. 79,906	Rs. 1,58,120	Brought Forward ..	Rs. 1,47,750	Rs. 72,115	Rs. 2,19,865
			Workshop Repairs.—			
..	2213. Periodical Overhauls .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2214. Special Repairs .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2215. Petty Repairs .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2216. Other Repairs .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2217. Special Adjustments .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2218. Trials and Experiments .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2220. (Internal combustion engine propelled).—			
..	Running Repairs.—			
..	2221. Work done in sick lines .. { Wages.	1	..	1
.. { Materials.	—1	..	—1
..	2222. Work done in Workshops for sick lines .. { Wages.	6	3	9
.. { Materials.	—4	—2	—6
..	Workshop Repairs.—			
..	2223. Periodical Overhauls .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2224. Special Repairs. .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2225. Petty Repairs .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2226. Other Repairs .. { Wages.	8	4	12
.. { Materials.	..	..	..
..	2227. Special Adjustments .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2228. Trials and Experiments .. { Wages.	..	..	..
.. { Materials.	..	..	..
20,054	6,732	13,322	2300. Goods Vehicles.—			
..	2310. Running Repairs.—			
..	2311. Work done in sick lines .. { Wages.	7,639	3,729	11,368
.. { Materials.	5,164	2,520	7,684
..	2312. Work done in Workshops for sick lines .. { Wages.	4,599	2,245	6,844
.. { Materials.	4,884	2,384	7,268
1,24,195	41,692	82,503	2320. Workshop repairs (Out-turn from manufacture suspense).—			
..	2321. Periodical Overhauls .. { Wages.	47,586	23,226	70,812
.. { Materials.	30,193	14,740	44,938
..	2322. Special Repairs .. { Wages.	99	49	148
.. { Materials.	575	281	85
..	2323. Petty Repairs .. { Wages.	10	5	15
.. { Materials.	..	..	..
..	2324. Other Repairs .. { Wages.	9	4	13
.. { Materials.	—9	—5	—14
..	2325. Special Adjustments .. { Wages.	..	..	..
.. { Materials.	13	7	20
..	2326. Overcharges and Under-charges—On cost .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2327. Overcharges and Under-charges—Manufacture .. { Wages.	..	..	..
.. { Materials.	..	..	..
..	2400. Payments to and receipts from Foreign Railways on account of damages to and deficiencies in interchanged stock,	49	24	73
4,217	1,416	2,801	2500. Equipment.—			
..	2510. Machinery and tools.—			
..	2511. Work done in sick lines .. { Wages.	326	159	485
.. { Materials.	65	32	97
..	2512. Work done in Workshops .. { Wages.	3,079	1,503	4,582
.. { Materials.	4,641	2,265	6,906
..	2520. Service Motor Cars (Rail, Road and Trolleys).—			
..	2521. Repair Costs	20	10	30
..	2522. Working Costs	11	5	16
968	325	643	2530. Furniture and Office Equipment	406	198	604
3,87,460	1,30,071	2,57,389	Total (Carried Over) ..	2,57,124	1,25,501	3,82,625

Abstract C.—(Concluded.)

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total.
Rs. 3,87,460	Rs. 1,30,071	Rs. 2,57,389	Brought Forward ..	Rs. 2,57,124	Rs. 1,25,501	Rs. 3,82,625
3,331	1,118	2,213	2600. New Minor Works.—			
..	..	..	2601. Original works or additions .. { Wages. Materials.	4,005 43,868	1,955 21,411	5,960 65,279
..	..	..	2602. Replacements .. { Wages. Materials.	15,343 —1,328	7,489 —648	22,832 —1,976
3,90,791	1,31,189	2,59,602	2700. Pay and leave salary in lieu of notice to re- trenched personnel			
			C.—II.—Total ordinary Repairs and maintenance.	3,19,012	1,55,708	4,74,720
			III.—Operating Expenses.			
41,346	13,880	27,466	3100. Inspection of Running Vehicles			
5,536	2,866	5,670	3101. Examiners, Cleaners, Oilers, etc. ..	24,931	12,169	37,100
..	..	..	3102. Oil, Grease and other stores ..	6,309	3,080	9,389
..	..	..	3103. Share of neutral control expenditure ..	..	..	..
..	..	..	3200. Rail Cars.			
..	..	..	3210. (Steam propelled) ..	..	..	..
..	..	..	3211. Wages and overtime of drivers etc. ..	..	..	..
..	..	..	3212. Fuel ..	..	..	..
..	..	..	3213. Other expenses ..	..	..	..
..	..	..	3220. (Internal combustion engine propelled)			
..	..	..	3221. Wages and overtime of drivers etc. ..	..	..	..
..	..	..	3222. Pay and allowances of guards ..	..	..	..
..	..	..	3223. Fuel ..	..	..	..
..	..	..	3224. Other expenses ..	..	..	..
..	..	..	3300. Payments to other Railway.—			
..	..	..	Hire of vehicles loaned.—			
			Total J. Ry. J. H. Ry. Receipt. 134 90 44 Charges.	—90	—44	—134
..	..	..	3400. Leave salary paid in England ..	..	..	..
..	..	..	3500. Passages for non-gazetted staff ..	..	..	..
..	..	..	3600. Miscellaneous —			
913	306	607	3601. Carriage of Revenue Stores ..	403	197	600
—9,307	—3,124	—6,183	3602. Loss of Cash ..	..	..	..
..	..	..	Loss of Stores.—			
..	..	..	3603. Physical loss ..	—323	—158	—481
..	..	..	3604. Loss of stores due to Depreciation or Deteriora- tion ..	—3,221	—1,573	—4,794
..	..	..	3700. Pay and leave salary in lieu of notice to retrenched personnel ..	..	..	..
235	79	156	Other items [C. III—3 (c)]. ..	..	..	..
41,716	14,004	27,712	C. III.—Total operating expenses ..	28,009	13,671	41,680
			IV.—Appropriation to Depreciation Reserve Fund or Replacements and Renewals.—			
1,00,458	29,862	70,596	4100. Coaching Vehicles			
..	..	..	4101. Workshop charges ..	65,514	28,171	93,685
..	..	..	4102. Other charges ..	..	..	..
..	..	..	4200. Rail Cars—(Steam propelled)			
..	..	..	4201. Workshop charges ..	..	..	..
..	..	..	4202. Other charges ..	..	..	..
..	..	..	4300. Rail Cars (Internal combustion engine propelled.)			
..	..	..	4301. Workshop charges ..	..	..	..
..	..	..	4302. Other charges ..	..	..	..
..	..	..	4400. Goods Vehicles—			
..	..	..	4401. Workshop charges ..	20,975	8,733	29,708
..	..	..	4402. Other charges ..	..	..	..
2,348	788	1,560	4500. Equipment.—			
..	..	..	4501. Workshop Machinery ..	11,612	5,212	16,824
..	..	..	4502. Other Machinery ..	..	..	..
..	..	..	4503. Service Motor Cars ..	..	..	..
—1,895	—636	—1,259	4600. Credits for released materials ..	—18,376	—8,969	—27,345
1,00,911	30,014	70,897	Total Replacement and Renewals ..	79,725	33,147	1,12,872
..	..	..	4700. Net Appropriation to Depreciation Reserve Fund (+) or (—).	..	..	..
..	..	..	C.—IV.—Total Appropriation to Depreciation Reserve Fund.	..	..	..
6,40,279	2,11,080	4,29,199	Total Abstract C. ..	5,08,882	2,41,640	7,48,522

Value of Stores returned to Stock and credited during the year 1938-39 is Rs. 3997/- (J. R. 2686/- and J. H. R. 1311/-)

Abstract D.

No. X.—Maintenance and working of Ferry steamers and Harbours—Nil

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
71,993	24,168	47,825	I.—GENERAL ADMINISTRATION—			
63,119	21,189	41,930	1100. Pay and leave salary			
5,960	2,001	3,959	1110. Administrative and executive officers. (Chief Operating Superintendent, Chief Commercial Manager, Traffic Manager, Deputies and Assistants)	43,191	21,081	64,272
..	..	..	1120. Subordinate supervising staff	44,910	21,935	66,875
1,719	577	1,142	1130. Office Staff	2,647	1,292	3,939
..	..	..	1200. Travelling and other compensatory allowances ..	1,886	920	2,806
..	..	..	1300. Passages.—	1,648	805	2,453
..	..	..	1301. Officers	7,851	3,832	11,683
..	..	..	1302. Subordinates	7,863	3,838	11,701
1,42,791	47,935	94,856	1400. Contingent Office expenses .. ..	..	..	..
			1500. Share of expenditure of Wagon Interchange office.			
			1600. Overseas pay of officers paid in England			
			1700. Leave salary of officers and subordinates paid in England			
			1800. Pay and leave salary in lieu of notice to retrenched personnel			
			E.-I.—Total General Administration	1,10,026	53,703	1,63,729
			II.—ORDINARY REPAIRS AND MAINTENANCE			
21,064	7,071	13,993	2100. Equipment			
6,103	2,049	4,054	2101. Office and station furniture and equipment ..	16,976	8,286	25,262
902	303	599	2102. Tarpaulins, wagon covers, etc, Service motor cars (rail and road) and trollies	3,459	1,689	5,148
..	..	..	2103. Repair costs	893	436	1,329
..	..	..	2104. Working costs	288	140	428
..	..	..	2105. New Minor Works .. ..	..	..	..
28,069	9,423	18,646	E.-II.—Total Repairs and Maintenance	21,616	10,551	32,167
			III.—OPERATING EXPENSES—			
19,845	6,662	13,183	3100. Pay, wages and allowances			
3,74,887	1,25,850	2,49,037	3101. General Operating Staff (Inspectors, canvas- sers, etc.)	9,876	4,821	14,697
73,937	24,821	49,116	3102. Station staff	2,32,026	1,13,251	3,45,277
31,483	10,569	20,914	3103. Train staff	47,751	23,807	71,058
20,861	7,003	13,858	3104. Mileage and overtime of train staff	22,605	11,034	33,639
..	..	..	3105. Travelling ticket examining staff	16,082	7,819	23,901
..	..	..	3106. Travelling and other compensatory allowances to line staff, traffic inspectors and canvassers, etc.	19,869	9,698	29,567
..	..	..	3107. Leave salary paid in England .. ..	..	..	..
..	..	..	3108. Passages for subordinates .. ..	..	..	..
..	..	..	3109. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
46,113	15,480	30,633	3200. Stores, stationery, forms, etc.			
95,107	31,927	63,180	3201. Fires, lights and general stores for stations and traffic yards	14,867	7,256	22,123
10,637	3,571	7,066	3202. Water and general stores in trains	11,089	5,412	16,501
46,382	15,570	30,812	3203. Clothing	12,286	5,996	18,282
59,010	19,810	39,200	3204. Stationery, Forms and Tickets	23,628	13,925	42,453
2,813	944	1,869	3300. Expenses on handling, collection and delivery of goods			
60,304	20,244	40,060	3301. Loading and unloading charges	41,066	20,044	61,110
14,929	5,012	9,917	3302. Collection and delivery charges	1,074	524	1,598
66,347	22,273	44,074	3400. Expenses at out-agencies			
2,954	991	1,963	Total JR. J.H.R.			
328	110	218	3500. Payments to other Railways—			
—2,553	—857	—1,696	3501. Traffic expenses { 61,955 41,634 20,321 Charges at joint stations .. { 10,309 6,928 3,381 Receipts	34,708	16,940	51,646
..	..	..	3502. Rent of stations { 17,430 11,863 5,567 Receipts jointly occupied.. { 20,339 13,668 6,671 Charges	1,805	1,101	2,909
..	..	..	3503. Payment for running powers			
..	..	..	3600. Conference hire and penalty charges on Inter- changed stock	20,221	9,870	30,091
901	302	599	3700. Compensation for goods, etc., lost or damaged ..	1,165	569	1,734
9,24,285	3,10,282	6,14,003	3800. Miscellaneous Expenses—			
10,95,145	3,67,640	7,27,505	3801. Carriage of revenue stores	71	34	105
			3802. Loss of cash	6	3	9
			3803. Loss of stores, (physical loss)	—185	—90	—275
			3804. Loss of stores due to Depreciation or Deterio- ration	—817	—399	—1,216
			3805. Of other Departments occurring in transportation Sundries (E-III-II (c))	—70	—34	—104
			E.-III.—Total Operating Expenses	5,14,021	2,51,114	7,65,135
			Total Abstract E.	6,45,663	3,15,368	9,61,031

Abstract F.

No. X.—Expenses of General Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. London Boards etc.—			
..	..	..	1101. Boards of Directors and Staff .. ..	..	..	..
..	..	..	1102. Auditors and Accountants .. ..	..	..	..
..	..	..	1103. Consulting Engineers' and Inspectors' fees and allowances .. ..	..	..	..
..	..	..	1104. Office expenses and contingencies .. ..	..	..	..
..	..	..	1200. Charges in India for Government supervision, Control and Audit .. ..	..	..	..
..	..	..	1300. Agent's and Divisional Superintendent's Offices.—			
			1310. Pay and leave salary.—			
38,701	11,313	22,888	1311. Administrative and Assistant Officers ..	23,810	11,621	35,431
32,262	10,830	21,432	1312. Office Establishment	22,687	11,074	33,761
650	220	436	1320. Travelling and other compensatory allowances.	577	281	858
			1330. Passages.—			
..	..	..	1331. Officers	309	151	460
..	..	..	1332. Subordinates .. ..	..	..	..
3,439	1,154	2,285	1340. Contingent office expenses	2,020	986	3,006
..	..	..	1350. Overseas pay of Officers paid in England ..	2,728	1,332	4,060
..	..	..	1360. Leave salary of Officers and Subordinates paid in England	45	22	67
..	..	..	1370. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
70,058	23,517	46,541	Total ..	52,176	25,467	77,643
			1400. Accounts and Audit Department.—			
			1410. Pay and leave salary.—			
45,269	15,197	30,072	1411. Gazetted Officers	28,994	14,152	43,146
1,18,116	39,651	78,465	1412. Office establishment	81,284	39,674	1,20,958
16,543	5,553	10,990	1413. Outdoor inspection and verification staff.	10,955	5,347	16,302
6,454	2,167	4,287	1420. Travelling and other compensatory allowances.	4,445	2,169	6,614
..	..	..	1430. Passages.—			
..	..	..	1431. Officers	404	198	602
..	..	..	1432. Subordinates .. ..	..	..	..
5,668	1,903	3,765	1440. Contingent Office expenses.—			
..	..	..	1441. Recruitment examination for subordinate accounts staff .. ..	..	..	..
..	..	..	1442. Other expenses	4,413	2,153	6,566
40,186	13,490	26,696	1450. Overseas pay of Officers paid in England ..	2,303	1,124	3,427
..	..	..	1460. Leave salary of Officers and subordinates paid in England .. ..	..	..	..
..	..	..	1470. Share of Railway Clearing Accounts Office ..	..	..	..
..	..	..	1480. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
2,32,236	77,961	1,54,275	Total ..	1,32,798	64,817	1,97,615
			1500. Stores Department —			
			1510. Pay and leave salary —			
11,815	3,966	7,849	1511. Gazetted Staff	11,020	5,379	16,399
11,810	3,965	7,845	1512. Subordinate Supervising Staff	8,464	4,131	12,595
33,698	11,313	22,385	1513. Office establishment	23,307	11,376	34,683
1,203	404	799	1514. Other menial Staff	7,300	3,563	10,863
..	..	..	1520. Travelling and other compensatory allowances.	763	372	1,135
..	..	..	1530. Passages.—			
..	..	..	1531. Officers	303	150	458
4,135	1,388	2,747	1532. Subordinates .. ..	..	..	..
..	..	..	1540. Contingent office expenses	2,130	1,040	3,170
..	..	..	1550. Overseas pay of officers paid in England ..	1,620	790	2,410
..	..	..	1560. Leave salary of officers and subordinates paid in England .. ..	..	..	..
..	..	..	1570. Pay and leave salary in lieu of notice to re- trenched personnel .. ..	..	..	..
10,973	3,684	7,289	F. 1. 5. C. (vi) Cost of out door menial staff ..	..	..	..
73,634	24,720	48,914	Total ..	54,912	26,801	81,713
			1600. Cash and Pay Department.—			
			Pay and leave salary.—			
16,526	5,548	10,978	1600. (A.) Payments to Contractor	7,954	3,882	11,836
..	..	..	1620. Travelling and other compensatory allowances.	..	..	..
..	..	..	1630. Passages.—			
..	..	..	1631. Officers .. ..	..	..	..
..	..	..	1632. Subordinates .. ..	..	..	..
16,526	5,548	10,978	Carried Over ..	7,954	3,882	11,836

Abstract F.—(Concluded.)

No. X.—Expenses of General Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs. 16,526	Rs. 5,548	Rs. 10,978		Rs. 7,954	Rs. 3,882	Rs. 11,836
			Brought Forward ..			
			1. GENERAL ADMINISTRATION.—(contd.)—			
..	..	..	1600. (B) Contingent Office expenses ..	6,427	3,137	9,564
..	..	..	1650. Leave salary of Officers and Subordinates paid in England.	..	..	..
..	..	..	1660. Pay and leave salary in lieu of notice to retrenched personnel.	..	..	..
16,526	5,548	10,978	Total ..	14,381	7,019	21,400
			1700. Medical Department.—			
13,256	4,450	8,806	1710. Pay and leave salary of—			
..	..	..	1711. Medical and nursing staff ..	8,025	4,210	12,835
4,797	1,610	3,187	1712. Office establishment ..	..	..	..
..	..	..	1720. Travelling and other compensatory allowances.	3,578	1,747	5,325
..	..	..	1730. Passages.—			
..	..	..	1731. Officers ..	..	..	..
631	212	419	1732. Subordinates ..	..	..	..
..	..	..	1740. Contingent office expenses ..	605	296	901
..	..	..	1750. Overseas pay and leave salary of Officers and Subordinates paid in England ..	..	..	..
..	..	..	1760. Payment on account of medical treatment of officers of superior services of all departments of the Railway. ..	2	1	3
..	..	..	1770. Drugs, instruments medical and surgical appliances for Railway hospitals and dispensaries ..	7,600	3,710	11,310
121	41	80	1780. Sundry Items.—			
10,262	3,445	6,817	1781. Diet charges ..	112	54	166
..	..	..	1782. Accident Relief Medical Equipment ..	779	380	1,159
..	..	..	1783. Contribution to Hospitals ..	2,661	1,299	3,960
..	..	..	1784. Other charges ..	219	106	325
29,067	9,758	19,309	1790. Leave salary in lieu of notice to retrenched personnel ..	1	..	1
			Total ..	24,182	11,803	35,985
			1800. Police.—			
7,021	7,021	..	1801. Contribution to Provincial Governments for Police ..	..	9,290	9,290
22,600	8,258	16,342	1802. Watch and ward Establishment ..	16,067	7,843	23,910
..	..	..	1803. Pay and leave salary in lieu of notice to retrenched personnel ..	168	82	250
3,108	1,043	2,065	1804. Contingent expenses ..	2,669	1,303	3,972
..	..	..	1900. Miscellaneous Expenses.—			
—49	—16	—33	1901. Carriage of revenue stores—General Deptt. ..	11	6	17
..	..	..	1902. Loss of Cash ..	..	..	..
..	..	..	1903. Loss of Stores ..	—8	—4	—12
384	129	255	Physical loss. ..	..	..	..
56,674	19,026	37,648	1904. Loss of stores due to Depreciation or Deterioration. ..	—90	—43	—133
2,407	808	1,599	Sundries. ..			
897	301	596	F. I. 6 C. Telegraph Department ..	..	..	..
5,16,563	1,78,074	3,38,489	F. I. 5 f. ii. Salaries of signallers and Subordinate executive Staff ..	..	..	..
			F. I. 5 f. iii. Travelling and other compensatory allowances. ..	..	..	..
			F. I. 5 f. iv. Contingent expenses ..	..	..	..
			F. I.—Total General Administration ..	2,97,266	1,54,384	4,51,650
			II. ORDINARY REPAIRS AND MAINTENANCE.—			
..	..	..	2100. Equipment.—			
1,869	627	1,242	2101. Furniture and office equipment.—			
95,349	28,242	67,107	Service motor cars (rail and road) and trollies. ..	783	382	1,165
4,645	960	3,685	2102. Repair Costs ..	62	30	92
1,01,863	29,829	72,034	2103. Working Costs ..	198	97	295
6,18,426	2,07,903	4,10,523	2104. Hospital furniture ..	..	..	..
			Telegraph.			
			F. 2. I. (a) Government Telegraph Department for rent maintenance etc. ..	..	..	..
			F. 2. I. (b) Direct maintenance wages and Stores ..	..	..	..
			F. II.—Total ordinary Repairs and maintenance ..	1,043	609	1,552
			TOTAL ABSTRACT F. ..	2,98,309	1,54,893	4,53,202

Value of stores returned to Stock and credited during the year 1938-39 is Rs. 274/- (J. R. 184/- and J. H. R. 90/-).

Abstract G:

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. Law Charges.—			
1,280	430	850	1101. Pay of Railway legal staff and fees to counsel.	566	276	842
105	35	70	1102. Costs and other legal expenses	97	47	144
—49	—16	—33	1103. Less costs recovered	—222	—108	—330
			1200. Rents, Rates and Taxes.—			
..	..	..	1201. Rents of buildings and lands for residential purposes.	..	..	..
..	..	..	1202. Rents of buildings and lands for other purposes.	..	..	..
6,000	2,014	3,986	1203. Rates and taxes	4,032	1,968	6,000
			1300. Contributions to Provident Institution.—			
1,61,682	54,277	1,07,405	1301. Bonus	1,06,918	52,186	1,59,104
..	..	..	1302. Cost of management (if not part of Accounts office.)	..	..	..
			1400. Gratuities.—			
92,538	31,065	61,473	1401. For good, efficient and faithful service ..	31,495	15,373	46,868
2,206	740	1,466	1402. Other gratuities	2,015	984	2,999
..	..	..	1403. Special expenditure-Gratuities to retrenched staff of all departments of the Railway.	30	15	45
			1500. Compensation —			
..	..	..	1501. Compensation under the Workmen's Compensation Act, VIII of 1923.	1,112	542	1,654
..	..	..	1502. Other compensation (Other than that included in E. III).	..	..	..
			1600. Educational Grants.—			
2,000	671	1,329	1610. Railway Schools.—			
..	..	..	1611 Gross expenditure	1,344	656	2,000
..	..	..	1612. Less-Grants of Local Governments, etc., and fees.	..	..	..
2,669	896	1,773	1620. Grant in-aid to other schools	118	58	176
846	284	562	1630. Special class apprentices training expenses. (Old head:—Fees for training of Officers).	573	279	852
			1700. Health and welfare services.—			
18,710	6,281	12,429	1701. Sanitation and conservancy in Railway colonies and residential areas.	13,208	6,447	19,655
			1702. Lighting (other than Electric) in Railway colonies and areas.	94	46	140
924	310	614	1703. Grants-in-aid—Religious purposes .. ..	..	..	..
			1704. Grants-in-aid Recreation	1,968	960	2,928
261	88	173	1705. Miscellaneous	27	13	40
			1800. Publicity Expenses.—			
2,168	728	1,440	1801. Cost of Local publicity Office staff .. ..	..	..	..
			1802. Cost of Publicity and Advertisement	2,944	1,437	4,381
2,91,340	97,803	1,93,537	Carried Over	1,66,319	81,179	2,47,498

Abstract G.—(Concluded.)

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
2,91,340	97,803	1,93,537	Brought Forward ..	1,66,319	81,179	2,47,498
			I. GENERAL ADMINISTRATION (Contd.)			
2,030	682	1,348	1803. Share of Central Publicity office ..	..	..	..
			(Other expenses) G. 1. 9. (b).			
			1900. Miscellaneous Items.—			
366	123	243	1910. Protection of Railway property			
..	..	..	1911. Fire protection of Railway property ..	348	170	518
			1912. Protection of Railway property from air			
			raids.	..	..	..
2,274	763	1,511	1920. Expenses in connection with the Indian			
			Railway Conference Association. ..	1,737	848	2,585
3,200	1,074	2,126	1930. Miscellaneous Contributions and Grants.—			
..	..	..	1931. Contribution to Railway Staff Benefit Fund	3,696	1,804	5,500
			1932. Contribution to ceremonial occasions ..			
216	72	144	G. 1. 12. b. ii. Contribution to Chamber	..	..	..
..	..	..	of Commerce.	..	..	..
9,331	3,132	6,199	1933. Other contributions and grants ..	..	..	..
			G. 1. 13. Passage money.			
—2,024	—679	—1,345	1940. Sundry losses or gains.—			
—3,708	—1,245	—2,463	1940. Loss or gain caused by the payments of			
			Provident fund Deposits and Gratuities			
			in sterling.	13	7	20
			1950. Unpaid wages ..	—3,802	—1,856	—5,658
3,03,025	1,01,725	2,01,300	TOTAL GENERAL ADMINISTRATION.	1,68,311	82,152	2,50,463
			III. Operating Expenses.—			
			3100. Indian charges on stores, excluding fuel and large			
			despatches of Permanent Way materials or Girders.	..	..	..
41,762	14,020	27,742	3101. Freight from port or source of supply ..	29,007	14,158	43,165
8,192	2,750	5,442	3102 Insurance, port, landing, yard and other	5,168	2,523	7,691
			charges.			
			3200. Catering Department.—			
1,955	680	1,275	3201. Pay, Wages and leave salary of catering staff.	1,172	620	1,792
162	51	101	3202 Provisions and stores ..	105	51	156
..	..	..	3203. Wines, etc., ..	..	..	..
45	15	30	3204. Miscellaneous charges ..	66	32	98
..	..	..	3205. Leave salary and pay in lieu of notice to			
			retrenched personnel ..	..	..	..
—1,302	—365	—937	3300. Miscellaneous Expenses —			
..	..	..	3301. Loss on light and base coins and spurious notes.	1,161	566	1,727
..	..	..	3302. Losses of cash earnings in transit ..	..	..	..
..	..	..	3303. Expenses on collection of bridge tolls ..	..	..	..
..	..	..	3304. Fees for Local Advisory Committee Members.	..	..	..
..	..	..	3305. Subscriptions paid to Chamber of Commerce.	251	123	374
..	..	..	3306. Sundries ..	174	85	259
1,13,499	1,13,499	..	3307. Interest on Capital Cost of:—			
1,65,044	1,65,044	..	i. Locomotive Engines ..	..	1,10,355	1,10,355
21,045	21,045	..	ii. Vehicles ..	..	1,68,180	1,68,180
32,702	30,668	2,034	iii. Machinery ..	..	21,081	21,081
11,686	11,686	..	iv. Home line buildings Jointly used ..	2,036	80,763	82,799
			v. J. R. Stores Jointly used ..	..	12,321	12,321
111	37	74	3308. Bank Commission ..	56	28	84
1,582	531	1,051	G. 111. 3. g. Miscellaneous	..	..	..
..	..	..	3400. Road Services ..	..	..	..
3,96,473	3,59,661	36,812	G. III. Total operating expenses ..	39,196	3,60,886	4,00,082
6,99,498	4,61,386	2,38,112	Total Abstract 'G' ..	2,07,507	4,43,038	6,50,545

Value of stores returned to Stock and credited during the year 1938-39 is Rs 28/- (J. R. 19/- & J. H. R. 9/-).

Abstract H.

No. X—Expenses of Electrical Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I. GENERAL ADMINISTRATION.—						
			1100. Pay and leave salary.—			
			1110. Officers.—			
..	1111. Administrative .. ..	..	..	..
..	1112. Workshops .. ..	..	..	..
..	1113. Running .. ..	..	..	..
			1120. Subordinate Supervising staff.—			
..	1121. Administrative .. ..	..	..	..
..	1122. Workshops .. ..	..	..	..
..	1123. Running	3,024	1,476	4,500
			1130. Office Staff.—			
..	1131. Administrative Offices .. ..	..	..	..
..	1132. Workshops .. ..	..	..	..
..	1133. Running .. ..	..	..	..
..	1200. Travelling and other compensatory allowances ..	202	98	300
			1300. Passages.—			
..	1301. Officers .. ..	..	..	..
..	1302 Subordinates .. ..	..	..	..
..	1400. Contingent Office expenses. . . .	..	..	..
..	1500. Overseas pay of Officers paid in England ..	..	..	..
..	1600. Leave salary of Officers and Subordinates paid in England.	..	..	..
..	1700. Pay and salary in lieu of notice paid to retrenched personnel.	..	..	..
..	H.—1. TOTAL GENERAL ADMINISTRATION ..	3,226	1,574	4,800
II. REPAIRS AND MAINTENANCE.—						
			2200. Electrical General Services.—			
			2210. Electric plant and Equipment for—			
..	2211. General stations and sub- { Wages.. .. 1 .. 1	1	..	1
..	stations. { Materials .. ..	..	..	..
..	2212. Overhead lines and under { Wages.. ..	..	..	..
..	ground cables. { Materials —37 550 613	—37	550	613
..	2213. Workshops { Wages.. .. 20 10 30	20	10	30
..	{ Materials —69 —41 —110	—69	—41	—110
..	2214. Train lighting equipment in { Wages.. .. 13,563 6,627 20,190	13,563	6,627	20,190
..	steam trains. { Materials 25,401 12,400 37,801	25,401	12,400	37,801
..	2215. Lighting in Multiple unit { Wages.. ..	..	..	..
..	stock. { Materials .. ..	..	..	..
..	2216. Locomotive Head Lights on { Wages.. .. 3,044 1,486 4,530	3,044	1,486	4,530
..	Steam Trains. { Materials 2,680 1,143 3,823	2,680	1,143	3,823
..	2217. Service buildings (other than { Wages.. .. 854 307 1,161	854	307	1,161
..	workshops and powerstations) { Materials 531 229 760	531	229	760
..	Offices, Stations, yards, Road lighting, etc.			
..	2218. Residential staff quarters-Rent { Wages.. .. 2,165 —11 2,154	2,165	—11	2,154
..	returning buildings. { Materials 560 219 779	560	219	779
..	2219. Residential staff quarters-Non { Wages.. .. 231 —127 104	231	—127	104
..	rent returning buildings. { Materials 58 335 393	58	335	393
..	2219. a. Machinery other than { Wages.. .. 7 .. 7	7	..	7
..	workshops. { Materials .. ..	..	..	..
..	2220. Miscellaneous Equipment.—			
..	2221. Furniture and office equip- { Wages.. ..	..	..	..
..	ment. { Materials .. ..	..	..	..
..	2222. Service Motor Cars and { Wages.. ..	..	..	..
..	Trolleys. { Materials .. ..	..	..	..
			Total (Carried Over) ..	49,009	23,127	72,136

Abstract H.—(Contd).

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			Brought Forward.	49,009	23,127	72,136
			II.—REPAIRS AND MAINTENANCE.—(Contd).			
			2230. New Minor Works—			
..	2231. Original works or additions. { Wages..	2,375	244	2,619
..	Materials	816	..	816
..	2232. Replacements .. { Wages..	486	..	486
..	Materials	38	..	38
			2300. Electric Communication Services.—			
			2310. Train Movement Instruments and Apparatus.—			
..	2311. Government Telegraph { Wages..	126	..	126
..	Department for rent, etc. { Materials	69,446	33,544	1,02,990
..	2312. Direct Maintenance, wages { Wages..	51	87	138
..	and stores. { Materials	1,255	817	2,072
			2320. Communication circuits and Apparatus.			
..	2321. Government Telegraph Depart- { Wages..	1,366	168	1,534
..	ment and public telephone { Materials	276	2	278
..	companies for rent, etc.			
..	2322. Direct Maintenance, wages { Wages..	95	..	95
..	and stores. { Materials	194	196	390
..
			2330. Miscellaneous Equipment.—			
..	2331. Furniture and office equip- { Wages..	10	3	13
..	ment. { Materials	54	20	74
..	2332. Service Motor Cars and { Wages..	1	..	1
..	Trolleys. { Materials	6	3	9
			2340. New Minor Works.—			
..	2341. Original Works or additions. { Wages..	788	196	984
..	Materials	1,060	..	1,060
..	2342. Replacements .. { Wages..	..	..	..
..	Materials	..	..	..
..	II.—II —TOTAL REPAIRS AND MAINTENANCE ..	1,27,452	58,407	1,55,859
			III. OPERATING EXPENSES.—			
			3200. General Services.—			
..	3210. Supply of energy for power and lighting.—			
..	3211. Lights and fans on steam trains ..	13,991	6,804	20,795
..	3212. Lights and fans on multiple unit stock ..	..	18	18
..	3213. Service buildings, yards, stations, road			
..	lighting, etc.	12,198	6,069	18,267
..	3214. Staff Quarters	233	173	406
..	3215. Miscellaneous installations other than			
..	main Workshops.	3,842	2,050	5,892
..	3216. Workshops (for Engineering, Loco,			
..	Carriage and Wagon, Transportation.) ..	26,116	12,747	38,863
..	3220. Other operating labour and stores. ..	190	92	282
..	3230. Miscellaneous expenses —			
..	3231. Carriage of Revenue stores	119	31	150
..	3232. Loss of Cash .. ..	..	..	..
..	3233. Loss of stores—(Physical losses) .. ..	..	..	..
..	3234. Loss of stores due to Depreciation or			
..	Deterioration.	..	..	..
..	3235. Deduct—Cost of energy supplied for works			
..	and purposes not chargeable to revenue.	..	..	..
			Total (Carried Over) ..	56,689	27,984	84,673

Abstract H.—(Concluded).

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			Brought Forward.	56,689	27,984	84,673
			III.—OPERATING EXPENSES.—(Contd).			
			3300. Communication Services —			
			3310. Train Movement instruments and apparatus.—			
..	3311. Pay, Wages and Allowances	21,874	10,677	32,551
..	3312. Materials	806	392	1,198
			3320. Communication circuits and apparatus.—			
..	3321. Pay, Wages and Allowances	21,178	10,328	31,506
..	3322. Materials	426	14	440
			3330. Miscellaneous.—			
..	3331. Carriage of Revenue Stores	24	12	36
..	3332. Loss of Cash .. ..	..	..	..
..	3333. Loss of stores—physical losses .. ..	..	..	..
..	3334. Loss of stores due to Depreciation or Deterioration. .. ..	..	..	..
..	3400. Deduct.—Cost of energy supplied for Works and purchases not chargeable to Revenue. ..	—25,032	—12,218	—37,250
..	H. III.—TOTAL OPERATING EXPENSES ..	75,965	37,169	1,13,154
			IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND (ON STATE-MANAGED RAILWAYS) OR REPLACEMENTS AND RENEWALS (ON COMPANY-MANAGED RAILWAYS).—			
			4200. General Services.—			
..	4210. Electric Plant and Equipment for—			
..	4211. Generating stations and sub-stations ..	..	..	..
..	4212. Overhead lines and underground cables ..	..	..	..
..	4213. Workshops .. ..	..	..	..
..	4214. Lighting in Coaches of steam trains ..	..	..	..
..	4215. Lighting in Multiple unit stock ..	..	..	..
..	4216. Locomotive Headlight on steam trains ..	..	..	..
..	4217. Service buildings and staff quarters, yards, stations, road lighting, etc. ..	..	..	..
..	4218. Machinery other than workshops ..	..	..	..
..	4220. Miscellaneous Equipment .. ..	..	..	..
..	4230. Credits for released materials .. ..	..	..	..
			4300. Communication Services.—			
..	4310. Train Movement instruments and apparatus ..	..	..	..
..	4320. Communication circuits and apparatus ..	..	..	..
..	4330. Miscellaneous equipment .. ..	..	..	..
..	4340. Credits for released materials .. ..	..	..	..
..	Total Replacements and Renewals .. ..	..	..	..
..	4400. Net Appropriation to Depreciation Reserve Fund ..	..	..	..
..	H. IV.—TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND .. ..	..	..	..
..	Total Abstract H. ..	2,06,643	97,170	3,03,813

Value of stores returned to Stock and credited during the year 1938-39 is Rs. 143/- (J. R. 96/- and J. H. R. 47/-)

JODHPUR RAILWAY.—(Whole system.)

ABSTRACT X.

No. XI.—Coaching Earnings.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Previous year.	† Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
41,65,336	100. Passengers —					
	110. Ordinary full fares	46,309	1,40,830	1,38,795	35,97,538	39,23,572
	120. Ordinary reduced fares.—					
1,52,576	121. Return tickets at reduced fares and week end and holiday excursion tickets.	6,350	34,024	13,391	1,25,490	1,79,255
2,494	122. Season and Zone tickets ..	Nil.	40	12	2,436	2,488
20,742	123. Other description of concession tickets	3,475	2,460	744	17,670	24,349
7,411	130. Military Passengers	659	2,288	590	3,949	7,486
	Total ..	56,793	1,79,742	1,53,532	37,47,083	41,37,150
43,48,559	Previous Year	63,699	1,98,082	1,79,006	39,07,772	..
53,243	200. Special Trains and Reserved Carriages.—					
*	210. Public .. ..	..	..	..	..	83,290
	220. Military .. ..	..	..	..	..	2,757
62,703	300. Luggage .. ..	..	..	..	..	58,473
3,46,490	400. Parcels.—					
224	410. Public Parcels .. ..	..	..	..	..	3,26,617
	420. Service Parcels .. ..	..	..	..	..	269
23,899	500. Other Coaching Traffic.—					
17,833	510. Rail and Road Motor vehicles and carriages	..	..	..	..	12,813
	520. Live Stock by passenger trains .. ..	..	..	..	..	10,465
Nil.	600. Transport of Post Office Mails —					
43,384	610. Postal Special trains .. ..	..	..	..	..	Nil.
2,405	620. Hire and haulage of Postal Vans and compartments	..	..	..	..	43,621
	630. Post Office bags and parcels by weight ..	..	..	..	..	3,047
6,626	700. Miscellaneous Coaching receipts.—					
	710. Penalties levied for irregular travelling ..	..	..	..	..	6,803
	720. Demurrage on luggage and parcels and receipts on account of left luggage.					
*	721. Demurrage .. ..	..	..	..	..	4,934
*	722. Left luggage receipts .. ..	..	..	..	..	24
17,328	730. Sundry .. ..	..	..	..	..	14,538
49,22,694	Total ..					47,04,821
	800. Deduct—Refunds—					
	810. Refunds of earnings collected—					
2,903	811. Overcharges .. ..	..	..	..	..	2,682
15	812. Penalties levied for irregular travelling	..	..	..	..	32
Nil.	813. Demurrage on luggage and parcels and receipts on account of left luggage..	..	..	..	..	Nil.
49,19,776	Abstract X.—Total Coaching Earnings ..					47,02,10

† Traffic Mileage fares during the year 1938-39 were as under:—

FIRST CLASS.	Pies per Mile.
From 1 to 300 miles	24
301 miles and over to be added to the charge for 300 miles	18
SECOND CLASS.	
From 1 to 300 miles	..
301 miles and over to be added to the charge for 300 miles	612
INTERMEDIATE CLASS.—(Mail).	
From 1 to 50 miles	6
INTERMEDIATE CLASS.—(Ordinary).	
From 1 to 300 miles	5
301 miles and over to be added to the charge for 300 miles	4
THIRD CLASS.—(Mail).	
From 1 to 300 miles	4
301 miles and over to be added to the charge for 300 miles	3
The basis of 3rd class fares by mail for distances upto 50 miles on Marwar Junction-Hyderabad (Sind) section to Jodhpur Railway is as under.—	
From 1 to 50 miles	5
THIRD CLASS.—(Ordinary).	
From 1 to 50 miles	4
51 miles to 150 miles to be added to the charge for 50 miles	31
151 miles to 300 miles to be added to the charge for 150 miles	31
301 miles and over to be added to the charge for 300 miles	21

An enhanced mileage of 50% of the actual mileage is levied on the following branches of this Railway.—

(1) Mirpurkhas-Khadro Railway. (2) Pipar-Bilara Branch and (3) Makrana-Parbatsar Branch.

* Comparative figures of these items are not available, as they have been introduced from 1st April, 1938.

JODHPUR RAILWAY—(Jodhpur Section).

ABSTRACT X

No. XI—Coaching Earnings.—(Continued)

Year ending 31st March, 1938.

Year ending 31st March, 1939

Previous Year.	† Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
26,60,618	100. Passengers— 110. Ordinary full fares	39,385	1,05,397	64,204	23,51,850	25,60,826
36,213	120. Ordinary reduced fares— 121. Return tickets at reduced fares and week end and holiday excursion tickets. . .	3,096	12,992	587	52,775	69,450
859	122. Season and Zone tickets ..	..	..	..	894	894
17,120	123. Other description of concession tickets	2,488	1,699	591	14,513	19,291
5,362	130. Military Passengers	439	1,593	406	3,016	5,454
	Total ..	45,408	1,21,681	65,788	24,23,048	26,55,925
27,20,172	Previous Year	50,149	1,33,544	67,278	24,69,201	..
51,933	200. Special Trains and Reserved Carriages— 210. Public .. ..	..	..	..	..	82,694
*	220. Military .. ..	..	..	..	..	2,757
44,402	300. Luggage .. ..	..	..	..	..	42,443
2,34,182	400. Parcels.— 410. Public Parcels .. ..	..	..	..	..	2,23,832
193	420. Service Parcels .. ..	..	..	..	..	269
19,539	500. Other Coaching Traffic:— 510. Rail and Road Motor vehicles and carriages	..	..	..	..	10,003
16,3	520. Live Stock by passenger trains .. ..	..	..	..	..	8,861
Nil.	600. Transport of Post Office Mails:— 610. Postal Special trains .. ..	..	..	..	..	Nil.
31,658	620. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	31,895
717	630. Post Office bags and parcels by weight	..	..	..	..	805
3,708	700. Miscellaneous Coaching receipts:— 710. Penalties levied for irregular travelling .. ..	..	..	..	..	4,002
	720. Demurrage on luggage and parcels and receipts on account of left luggage—	..	..	..	..	..
*	721. Demurrage .. ..	..	..	..	..	3,002
*	722. Left luggage receipts .. ..	..	..	..	..	24
12,321	730. Sundry .. ..	..	..	..	..	10,892
31,35,208	Total ..					30,77,404
2,382	800. Deduct—Refunds— 810. Refunds of earnings collected— 811. Overcharges .. ..	..	..	..	..	2,035
7	812. Penalties levied for irregular travelling .. ..	..	..	..	..	24
Nil.	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	Nil.
31,32,819	Abstract X.—Total Coaching Earnings ..					30,75,345

† For fares see remarks given in Abstract X for whole system.

* Comparative figures of these items are not available, as they have been introduced from 1st April, 1938.

JODHPUR-HYDERABAD RAILWAY.—(British Section).

ABSTRACT X.

No. XI.—Coaching Earnings.—(Continued)

Year ending 31st March, 1938

Year ending 31st March, 1939.

Previous Year.	† Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs
	100 Passengers.—					
13,94,081	110. Ordinary full fares	6,913	35,123	70,842	11,56,158	12,69,036
	120. Ordinary reduced fares.—					
	121. Return tickets at reduced fares and week end and holiday excursion tickets	3 194	20,422	12,201	66,319	1,02,136
1,07,294	122. Season and Zone tickets .. ..	..	40	12	1,499	1,551
1,635	123. Other description of concession tickets	987	761	148	3,096	4,992
3,656	130. Military Passengers	220	695	184	933	2,032
2,046	Total ..	11,314	57,041	83,387	12,28,005	13,79,747
15,08,712	Previous Year	13,401	63,223	1,06,543	13,25,545	..
1,310	200. Special Trains and Reserved Carriages—					596
	210. Public .. ..	..	..	..	..
*	220. Military .. ..	..	..	..	..	Nil
17,615	300. Luggage .. ..	..	..	..	..	15,744
	400. Parcels.—					
1,08,751	410. Public Parcels .. ..	..	..	..	..	1,00,206
31	420. Service Parcels .. ..	..	..	..	..	20
	500. Other Coaching Traffic.—					
4,314	510. Rail and Road Motor vehicles and carriages ..	..	..	..	..	2,810
1,310	520. Live Stock by passenger trains ..	..	..	..	..	1,186
Nil	600. Transport of Post Office Mails.—					Nil
	610. Postal Special trains .. ..	..	..	..	..
11,726	620. Hire and haulage of Postal Vans and compartments ..	..	..	..	..	11,726
1,056	630. Post Office bags and parcels by weight ..	..	..	..	..	1,473
2,685	700. Miscellaneous Coaching receipts.—					
	710. Penalties levied for irregular travelling ..	..	..	..	..	2,564
	720. Demurrage on luggage and parcels and receipts on account of left luggage.—					
*	721. Demurrage .. ..	..	..	..	..	1,829
*	722. Left luggage receipts .. ..	..	..	..	..	Nil
4,679	730. Sundry .. ..	..	..	..	..	3,625
16,62,189	Total ..	..	..	..	..	15,21,526
	800. Deduct—Refunds.—					
	810. Refunds of earnings collected					
510	811. Overcharges .. ..	..	..	..	..	641
8	812. Penalties levied for irregular travelling ..	..	..	..	..	8
Nil	813. Demurrage on luggage and parcels and receipts on account of left luggage ..	..	..	..	..	Nil
16,61,671	Abstract X.—Total Coaching Earnings ..					15,20,877

† For fares see remarks given in Abstract X for Whole System.

* Comparative figures of these items are not available as they have been introduced from 1st April, 1938.

JODHPUR RAILWAY.—(*Mirpurkhas-Khadro Branch.*)

ABSTRACT X.

No. XI.—Coaching Earnings.—(*Concluded.*)

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Previous Year.	† Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,10,637	100. Passengers— 110. Ordinary full fares	11	410	3,749	89,530	93,700
9,069	120. Ordinary reduced fares— 121. Return tickets at reduced fares and week end and holiday excursion tickets	60	610	603	6,396	7,669
Nil.	122. Season and Zone tickets .. ..	..	..	..	43	43
—34	123. Other description of concession tickets .. ..	..	..	5	61	66
3	130. Military Passengers .. ..	..	..	..	..	..
	Total	71	1,020	4,357	96,030	1,01,478
1,19,675	Previous Year	149	1,315	5,185	1,13,026	..
Nil.	200. Special Trains and Reserved Carriages— 210. Public .. ..	..	..	..	..	Nil.
*	220. Military .. ..	..	..	..	..	Nil.
686	300. Luggage .. ..	..	..	..	..	286
	400. Parcels—					
3,557	410. Public Parcels .. ..	..	..	..	..	2,579
Nil.	420. Service Parcels .. ..	..	..	..	..	Nil.
46	500. Other Coaching Traffic— 510. Rail and Road Motor vehicles and carriages .. ..	..	..	..	..	Nil.
140	520. Live Stock by passenger trains .. ..	..	..	..	..	417
Nil.	600. Transport of Post Office Mails— 610. Postal Special trains .. ..	..	..	..	..	Nil.
Nil.	620. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	Nil.
632	630. Post Office bags and parcels by weight .. ..	..	..	..	..	769
233	700. Miscellaneous Coaching receipts— 710. Penalties levied for irregular travelling .. ..	..	..	..	..	237
	720. Demurrage on luggage and parcels and receipts on account of left luggage.—					
*	721. Demurrage .. ..	..	..	..	..	103
*	722. Left luggage receipts .. ..	..	..	..	..	Nil.
328	730. Sundry .. ..	..	..	..	..	22
1,25,297	Total					1,05,891
	800. Deduct—Refunds— 810. Refunds of earnings collected					
11	811. Overcharges .. ..	..	..	..	..	6
Nil.	812. Penalties levied for irregular travelling .. ..	..	..	..	..	Nil.
Nil.	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	Nil.
1,25,286	Abstract X.—Total Coaching Earnings					1,05,885

† For fares see remarks given in Abstract X for whole system.

* Comparative figures of these items are not available as they have been introduced from 1st April, 1938.

ABSTRACT Y.

No. XI.—Goods Earnings.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
				100. Fuel—				
				110. Coal and Coke—				
75,096	63,044	11,268	784	111. For the public	40,257	7,589	214	48,060
8,996	8,996	Nil	Nil	112. For foreign Railways and Home Line construction ..	4,670	..	60	4,730
1,22,794	85,885	36,967	442	120. Oil fuel	92,695	39,874	484	1,33,053
32,521	14,190	14,621	3,710	130. Fire wood and other fuel ..	11,608	22,553	7,394	41,555
66,84,560	45,09,542	20,87,323	87,695	200. General Merchandise	42,72,877	19,54,835	80,281	63,07,993
8,183	5,581	2,602	Nil	300. Military Traffic	6,974	3,386	..	10,860
22,692	22,059	625	8	400. Live Stock	19,211	1,581	71	20,863
				500. Railway Materials (other than Coal and Coke)—				
7,647	7,022	625	..	510. For Foreign Railways ..	9,326	811	..	10,137
72,421	51,443	20,925	53	520. For Home Line construction ..	42,479	18,754	3,095	64,328
				600. Service Maintenance Materials and Stores.—				
				610. Coal and Coke.—				
1,67,118	1,49,257	17,861	..	611. For Locomotive Department	1,70,490	21,269	..	1,91,759
..	..	..	..	612. For other departments ..	..	..	..	..
..	..	..	..	620. Wood and patent fuel ..	..	..	..	..
..	..	..	..	630. Oil Fuel .. ..	..	..	..	..
70,620	52,071	17,542	907	640. General Stores and Materials ..	71,329	19,476	1,326	92,131
				700. Miscellaneous Goods Earnings.—				
2,105	1,763	235	107	710. Demurrage	631	806	1	1,438
28,309	15,874	11,227	1,208	720. Wharfage and Storage ..	13,959	7,237	798	21,994
..	..	..	..	730. Sundries .. ..	..	..	..	..
73,03,062	49,86,227	22,21,921	94,914	Total ..	47,56,506	20,98,201	93,754	69,48,461
				800. Deduct—Refunds.—				
				810. Refunds of earnings collected				
18,230	9,708	8,416	106	811. Over Charges	7,307	1,752	135	9,194
..	..	..	..	812. Demurrage, Wharfage and Storage	29	..	3	32
72,84,832	49,76,519	22,13,505	94,808	Abstract. Y—Total Goods Earnings ..	47,49,170	20,96,449	93,616	69,39,235

JODHPUR RAILWAY.

Statement showing the earnings of the following Sub-heads of General Merchandise.

Serial No.	Commodities.	Jodhpur Railway.	Jodhpur— Hyderabad Railway.	Mirpur Khas— Khadro Railway.	Total for the system including Refunds.
		Rs.	Rs.	Rs.	Rs.
1	Rice in the husk	495	2,224	61	2,780
2	Rice not in the husk	95,864	99,824	6,501	2,02,189
3	Gram and Pulses	3,60,468	71,632	236	4,32,336
4	Wheat	2,53,580	3,05,742	21,884	5,81,206
5	Jawar and Bajra	2,23,875	16,460	1,201	2,41,536
6	Other Grains	1,18,104	15,247	161	1,33,512
7	Marble and Stone	3,74,041	26,632	4,144	4,04,817
8	Salt	1,58,603	14,579	480	1,73,662
9	Sugar, refined and unrefined	1,85,815	65,714	4,314	2,55,843
10	Wood unwrought	28,289	11,303	425	40,017
11	Metallic Ores	16	9	..	25
12	Oil Seeds	4,49,700	2,25,732	5,050	6,80,482
13	Cotton Raw Pressed	1,78,686	2,27,958	5,331	4,11,975
14	Petrol (in Bulk)	1,23,707	60,529	..	1,84,236
15	Kerosene Oil (in Bulk)	20,404	7,665	..	28,069
16	Molasses in Bulk .. .. .	..	..	..	..
17	Cotton Raw unpressed	3,049	1,41,402	530	1,44,981
18	Cotton Manufactured	1,33,460	47,472	1,138	1,82,070
19	Fodder	88,662	16,368	860	1,05,890
20	Fruits & Vegetables, Fresh	54,716	21,988	1,700	78,404
21	Gur, Jagree, Molasses etc.	1,25,490	5,340	452	1,31,282
22	Jute Raw	331	28	10	369
23	Iron and Steel wrought	1,50,861	75,575	1,425	2,27,861
24	Kerosene oil in Tins	1,12,221	52,033	1,063	1,65,317
25	Petrol in Tins	25,836	15,116	50	41,002
26	Tobacco	56,545	22,291	400	79,236
27	Provisions	1,62,309	80,234	2,177	2,44,720
28	Manures (all kinds)	283	261	515	1,059
29	Other Commodities	7,87,467	3,25,477	20,173	11,33,117
	Total General Merchandise	42,72,877	19,54,835	80,281	63,07,993

ABSTRACT Z.

No. XI.—Sundry Other Earnings.

Year ending 31st March, 1938.

Year ending 31st March, 1939.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
18,692	15,315	2,780	597	100. Electric Telegraph Earnings ..	16,170	6,056	533	22,759
16,632	12,664	3,968	..	200. Rents and Tolls:—				
..	..	..	..	210. Residential buildings ..	20,534	4,791	..	25,325
822	666	156	..	220. Other buildings or rooms—	..	..	..	..
..	..	..	..	221. Quasi railway Institutions..	..	..	..	..
..	..	..	..	222. Outsiders ..	1,283	342	..	1,625
8,791	4,948	3,236	607	230. Lands:—				
..	..	..	..	231. Lensed out for building purposes ..	707	24	10	741
..	..	..	..	232. Lensed out for other purposes	2,886	2,526	621	6,033
..	..	..	..	240. Tolls on bridges ..	..	..	..	..
..	..	..	..	300. Receipts from catering department:—				
..	..	..	..	310. Meals and refreshments in rooms and cars ..	..	..	..	..
..	..	..	..	320. Sales of stores and wines ..	..	..	..	..
..	..	..	..	330. Sundry receipts ..	..	..	..	..
25,551	17,001	8,550	..	400. Overhead charges and profits recovered on work done for outside parties and on sales of stores:—				
*	*	*	*	401. Overhead charges including profit on work done in workshops.	13,014	6,657	..	19,671
2,230	1,298	923	9	402. Profit on sales of stores ..	2,026	1,008	..	3,034
*	*	*	*	500. Sale proceeds of:—				
*	*	*	*	510. Unclaimed and damaged goods.	258	285	19	562
871	564	307	..	520. Coal ashes (Cinder). ..	12,098	6,114	..	18,210
..	..	..	..	530. Grass and trees on the line ..	..	..	..	..
—335	—348	13	..	600. Miscellaneous receipts:—				
*	*	*	*	610. Advertisement fees ..	695	359	..	1,054
*	*	*	*	620. Fees on share transfers, etc. ..	..	..	..	..
12,059	12,059	..	..	630. Excess cash ..	..	..	..	..
21,045	21,045	..	..	640. Payments for running powers ..	..	..	..	..
..	..	..	..	650. Interest and Maintenance charges on account of sidings, saloons, level crossings, etc., from private bodies and other Government Departments. ..	534	5,451	394	6,379
1,13,499	1,13,499	..	..	660. Other unclassified receipts ..				
1,65,044	1,65,044	..	..	(a) Interest on Capital cost of Jodhpur Railway Stores..	12,321	..	..	12,321
32,702	30,668	2,034	..	(b) Interest on Capital cost of Machinery ..	21,081	..	..	21,081
42,724	23,038	19,376	310	(c) Interest on Capital cost of electric light plant jointly used ..	..	..	..	..
4,60,327	4,17,461	41,343	1,523	(d) Interest on Capital cost of Locomotives ..	1,10,355	..	..	1,10,355
..	..	..	..	(e) Interest on Capital cost of Vehicles ..	1,68,180	..	..	1,68,180
..	..	..	..	(f) Interest on Capital cost of Buildings ..	30,763	2,036	..	32,799
..	..	..	..	(g) Other unclassified receipts..	12,267	6,929	77	19,273
..	..	..	..	Total including refunds ..	4,25,170	42,578	1,654	4,69,402
..	..	..	..	700. Deduct-Refunds:—				
108	77	31	..	710. Refunds of earnings collected.				
..	..	..	..	711. Rents and tolls..	..	197	..	197
..	..	..	..	712. Other sundry receipts ..	213	155	..	368
4,60,219	4,17,384	41,312	1,523	Abstract Z—Total Sundry Other Earnings (excluding refunds). ..	4,24,957	42,226	1,654	4,68,837

* Comparative figures of these items are not available, as they have been introduced from 1st April, 1938.

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March, 1939.

	OUTSTANDING ON		Reasons for outstanding.
	Last day of year.	Date of Preparation of this statement. 13-6-1939.	
	Rs.	Rs.	
Due from construction accounts ..	114	..	
,, ,, Government {	Postal Department ..	..	Payment awaited.
	Civil ,, ..	28	
	Military ,, ..	..
	Telegraph ,, ..	..
,, ,, Public Companies and Traders ..	46	46	..
,, ,, Other Railways ..	..	..
,, ,, Traffic Department ..	2,24,197	11,336	
,, On account of Carriage of Revenue Stores—			
,, From Engineering Department ..	18,708	10	Acceptance awaited.
,, ,, Locomotive ,, ..	467	..	
,, ,, Carriage and Wagon ,, ..	..	..
,, ,, Traffic ,, ..	1,621	1,499	
,, ,, Stores ,, ..	..	..
,, ,, Medical ,, ..	..	..
,, ,, Sundries ,, ..	..	..
Total ..	2,45,181	12,919	

No. XIII. Statement of Surplus Profits for the year ending 31st March, 1939.

— Nil. —

JODHPUR-HYDERABAD RAILWAY.—(British Section).

No. XIV.

Net Revenue Account for the year ending 31st March, 1939.

Dr.				Cr.
To Interest on Capital Outlay ..	Rs. 5,08,595	By Net Earnings of the year as per Form No. VIII ..	Rs. 10,68,615	
Balance, being surplus profits ..	5,60,020	,, Balance, being net—	..	
Total ..	10,68,615	Total ..	10,68,615	

Memo showing how the above interest has been arrived at:—

Rs.

Interest to date as per Appendix 'A' of the Finance Accounts for the year 1938-39.	..	..	..	97,53,120
Deduct: Interest to end of 31st March 1938 as per statement No. XVI of the previous year's account.	..	..	..	92,44,525
Interest for the year ending 31st March, 1939	..	..	..	5,08,595

JODHPUR-HYDERABAD RAILWAY.—(*British Section.*)*XV.—Account of Total Net Receipt.*

<i>Dr.</i>			<i>Cr.</i>
	Rs.		Rs.
To Net earnings to end of previous year	2,22,93,150	By Amount outstanding at debit of Traffic Account	59,518
To Net earnings for current year.	10,68,615	By Amount outstanding at debit of Revenue Suspense .. ..	..
To amount of Demands payable at end of year	91,132	By Amount of Net receipts	2,33,93,379
To Foreign Railways .. ..	..	
Total ..	2,34,52,897	Total ..	2,34,52,897

No. XVI.—Interest Account.

<i>Dr.</i>			<i>Cr.</i>
	Rs.		Rs.
To Amount of Net Receipts from Account No. XV ..	2,33,93,379	By Interest to end of previous year	92,44,525
To Balance excess of interest on Capital on net receipts ..*	..	By Interest during current year ..	5,08,595
		By Balance of net Receipts in excess of Interest of Capital Account	1,36,40,259
Total ..	2,33,93,379	Total ..	2,33,93,379

No. XVII.—Revenue Balance Sheet.

<i>Dr.</i>			<i>Cr.</i>
	Rs.		Rs.
To Demands payable ..	91,132	By Traffic Account	59,518
„ Deposits .. ..	..	„ Deposits Private Companies ..	..
„ „ unpaid wages ..	..	„ Miscellaneous Advances ..	..
„ „ Fines .. ..	..	„ Cash .. ..	..
„ Foreign Railways ..	..	„ Surplus Profits Paid to Company .. ..	..
„ Net Revenue Account ..	2,33,61,765	„ Government	2,33,93,379
Total ..	2,34,52,897	Total ..	2,34,52,897

JODHPUR RAILWAY.

(*Metre Gauge System*).

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section) and Sind Light Railway, for the year ending 31st March 1939, are correct and have been prepared strictly in accordance with the orders in force.

A. R. REBELLO,
AUDITOR,
Jodhpur Railway.

J. W. GORDON,
MANAGER,
Jodhpur Railway.

Jodhpur, Dated the 12th June, 1939.

Certificate respecting the Permanent Way etc.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs etc., have, during the past year, been maintained in good working condition and repair.

J. W. GORDON,
MANAGER,
Jodhpur Railway.

E. E. V. TEMPERLEY,
CHIEF ENGINEER,
Jodhpur Railway.

Jodhpur, Dated the 1st April, 1939.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

J. W. GORDON,
MANAGER,
Jodhpur Railway

G. T. GRAFTON,
Acting Loco & Carriage Superintendent,
Jodhpur Railway.

Jodhpur, Dated the 1st April, 1939.

I hereby certify that the Permanent Way, structures at Stations, signalling and interlocking, level crossings, sub-ways, bridges, engines, rolling stock, machinery and plant have been, during the year ending 31st March 1939, maintained by the Railway in good working order and repair *for the public carriage of passengers.*

LAHORE, }
Dated the 6th April 1939. }

P. W. WILTON DAVIES,
Senior Government Inspector of Railways.
Circle No. 4.

JODHPUR RAILWAY

ANNUAL REPORT

1938-39

SECTION III

Analysis of Working

(Statistical Statements).

JODHPUR GOVERNMENT PRESS, JODHPUR

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SECTION III.

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No. 1.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1939.—LOCOMOTIVES—Metre Gauge.

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICEABLE ORDER AT THE END OF THE YEAR (vide COLUMN 24.)					NUMBER OF AUTHORISED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR.						CHANGES IN THE RANG-TIONED AUTHORISED LOCO-MOTIVES DURING THE YEAR.						CHANGES IN SERVICEABLE LOCOMOTIVES DURING THE YEAR.									
Tender.	Tank.	Total.	Class.	Tractive effort in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
..	3	3	T×15" 6×43"	15,541	44-88	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	3	..	..
	1	1	E×11½" 4×36"	6,557	20-00	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..
5	..	5	E×13" 4×42"	8,450	30-70	5	..	..	2	7	..	..	5	..	..	..	..	..	..	..	..	2	5	..	..
4	..	12	F×14" 6×42½"	9,685	42-75	12	..	..	..	12	..	..	12	..	..	..	..	..	..	..	..	..	12	..	..
1	..		11,760	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	12	FO×14" 4×53"	7,766	44-4	12	..	..	..	12	..	..	12	..	..	..	..	..	..	..	..	12	..	..
2	..		8,875	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	4	Q×13" 4×42½"	8,351	47-4	6	..	..	..	6	..	2	4	..	..	..	..	..	2	..	..	4	..	..
11	..	11	M×15" 6×48"	13,922	62-25	11	..	..	..	11	..	..	11	..	..	..	..	..	..	..	..	11	..	..
11	..	21	P×15½" 6×57"	12,518	63-87	21	..	..	..	21	..	..	21	..	..	..	..	..	..	..	..	21	..	..
6	..		14,137	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	10	MS×16" 6×48"	17,952	65-25	10	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	10	..	..
2	..		15,957	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	10	SP×18½" 6×57"	16,077	65-90	10	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	10	..	..
6	..		14,291	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	5	HG(A)×16" 8×44"	19,584	80-31	5	..	..	..	5	..	..	5	..	..	..	..	..	..	..	..	5	..	..
6	..	6	HG(B)×17½" 8×44"	20,825	80-50	6	..	..	..	6	..	..	6	..	..	..	..	..	..	..	..	6	..	..
3	..	3	HG(C)×17½" 8×44"	20,825	80-25	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	3	..	..
Total=	99	103	..	..	..	105	..	..	2	107	..	2	103	..	..	..	..	..	2	..	..	2	103	..	..

N.B.—There are 8 spare boilers on this Railway. Col. No. 23. Two EE Class engines have been taken off the replaced list. Vide Manager's No. M. 15 T-1/157 dated 24th March, 1939.
Col. No. 20. Two Q Class engines have been condemned as sanctioned by Darbar Vide Manager's No. M. 780 W/8/163 dated 30th September, 1938.

No. 2.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1939.
Rail Cars (Steam propelled), Rail Cars (Internal Combustion engine propelled) and Electric Motor Coaches.

Name of Coaches.	Description of rail cars (steam propelled and Internal Combustion engine propelled) etc., in serviceable order at the end of the year (<i>vide</i> Column 2b).								Number of authorised and serviceable stock at the end of the previous year.				Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.										28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	1	2	3	4	5	6	7	8	Total weight.	Total seats.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 9-10-11+12).	Additions to authorised stock sanctioned by the Railway Board.	Reductions in authorised stock sanctioned by the Railway Board.	Authorised stock at the end of the year (=Columns 9+14-15).	Authorised new stock not constructed at the end of the year (=Columns 10+14-18)-reduction in stock not yet constructed (Column 10).	New additions (against Columns 10 & 14).	Replacement (against Columns 11 & 22).	Increase.	Decrease.	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, <i>i.e.</i> , stock referred to in Column 12 condemned or sold.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Rail Cars (Steam propelled).	2	Petrol Ford engine	24 H. P.	T.Cwt. 2-7 (i) 2-7 (ii) 2-6.	T.Cwt. 4-13.	7	2	1	1	1	

N. B.—One Rail Car No. 1, belonging to State is in charge of this Railway.

[illegible]

[illegible]

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1939—Coaching Stock.—Metric Gauge.—(Concluded).

Description of Stock (<i>vide</i> column 24).		Total seats by classes.						Number of authorised and serviceable stock at the end of the previous year.							Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.									
		Average weight in tons of each description of vehicle.		Berths.		Seats.		Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9 - 10)	Additions to authorised stock sanctioned by the Railway Board.	Reductions in authorised stock sanctioned by the Railway Board.	Authorised stock at the end of the year (=Columns 7+12-13)	Authorised new stock not constructed at the end of the year (=columns 8+12-16)—Reduction in stock not yet constructed (column 8).	New additions (against columns 8&12)	Replacements (against columns 9&20).	Authorised list.					Replaced list.						
																			First.	Second.	Intermediate.	Third.	17	18	19	20	21	22	23	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26					
2. Other Coaching Vehicles.—																														
(i) Luggage & brakes & brake-vans with mail accommodation (excluding those forming part of composite passenger carriages.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(ii) Brake vans fitted with Mails (Newspaper, letter sorting).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(iii) Mails (Newspaper, letter sorting).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(iv) Carriages and Motor vans	7.39	..	..	..	..	..	6	1	..	5	..	1	5	..	..	..	..	..	..	..	..	..	..	..	..
(v). (a) Combined Motor and Parcel van	9.50	..	..	..	..	..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	..	..	..	..
(v) Horse vans	7.55	32	Stalls	..	..	..	8	..	..	8	..	..	8	..	..	..	..	..	..	..	..	..	..	..	..
(vi) Luggage vans	7.79	..	..	..	..	..	8	1	..	7	..	1	7	..	..	..	..	..	..	..	..	..	..	..	..
(vii) Miscellaneous (excluding departmental)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fruit-vans	18.16	..	..	..	..	..	3	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..
(viii) Brake vans used exclusively on passenger service.	8.77	..	..	..	..	..	10	..	..	10	..	..	10	..	..	..	..	..	..	..	..	..	..	..	..
..					
..	19.87	..	..	..	..	..	4	..	..	4	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..
Total other coaching vehicles	..	266	386	1,233	11,222	316	30	2	..	37	3	2	40	..	3	..	..	..	..	..	..	..	40	..	..			
Total coaching vehicles (excluding departmental)	..	..	..	..	..	..	..	12	..	304	4	2	318	..	14	..	..	..	..	..	..	..	318	..	..			

No. 5.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1939—GOODS STOCK—(*Metre Gauge.*)

Description of Stock (<i>vide</i> Column 22.)				Number of Authorised and Serviceable Stock at the End of the Previous Year.					Changes in the Sanctioned Authorised Stock during the year.					Changes in Serviceable Stock During the Year.										
Type.	Average Tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 5-6-7 +8.)	Additions to authorised stock sanctioned by the Railway Board.	Reductions in authorised stock sanctioned by the Railway Board.	Authorised stock at the end of the year (=Columns 5+10-11).	Authorised new stock not constructed at the end of the year (=Columns 6+10-14) reduction in stock not yet constructed (Column 6)	New additions (against Columns 6 and 10).	Replacements (against Columns 7 and 18).	Increase.	Decrease.	Transfer between classes or groups.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from auto-rised list.	Replaced stock, i.e., stock referred to in Column 8 condemned or sold.	Serviceable stock at the end of the year (=Col: 9+14+15+16-17-18-19-21+20).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Column 7+18-15-stock written off out of Column 7.)	Stock replaced but still running on the line at the end of the year (=Columns 8+20-21).	
1																								
Covered Wagons—																								
4-wheeled	4·24 5·07 6·00	10'00 14'75 18'00	15,160 7,228 5,382	.. .. 200	1,515 492 299	.. .. ..	.. .. ..	1,515 492 299	1	2	1,516 490 299	.. .. ..	200	.. .. ..	1 .. ..	.. .. ..	2 .. ..	.. .. ..	.. .. ..	.. .. ..	.. .. ..	1,516 490 299	......	......
Bogie ..	9'70	18'00	..18	..	..1	..	..	..1	..	..	..1	..	..	..	1	..	..	..	..	..	..	..	..	..
Total	..	..	27,788	200	2,307	..	..	2,107	1	2	2,306	..	200	..	1	..	2	..	..	..	..	2,306	..	..
2. Open Wagons, high-sided—																								
4-wheeled	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bogie ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3 Open wagons, low-sided—																								
4-wheeled	3·61 4·21	10'00 13'75	970 963	.. ..	97 70	.. ..	.. ..	97 70	.. ..	.. ..	97 70	.. ..	..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	97 70	....	....
Bogie ..	8'44	21'6	4,817	..	223	..	..	223	..	..	223	..	..	..	..	..	..	..	..	..	..	223	..	..
Total	..	..	6,750	..	390	..	..	390	..	..	390	..	..	..	..	..	..	..	..	..	..	390	..	..

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1938-39.

Name of Railway.	Gauge.	ROUTE MILEAGE OPEN ON 31ST MARCH 1939.				TRACK MILEAGE OPEN ON 31ST MARCH 1939.				MILEAGE OPENED DURING THE YEAR 1938-39.						ROUTE MILEAGE AUTHORIZED BUT NOT OPENED FOR TRAFFIC ON 31ST MARCH 1939.				MILEAGE WORKED ON FOREIGN RAIL- WAYS.									
		Single line.		Total.		Running track.		Transportation sidings.		Commercial sidings.		Total.		Whether the mileage opened is single, double or treble, etc., or siding.	Traffic for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.	Under construction.		Proportion of Work completed on 31st March 1939.	Classification.							
		1	2	3	4	5	6	7	8	9	10	11	12										13	14	15	16	17	18	19	20	21	22	23	24	25
Jodhpur Railway ..	3'-3"	766'91	..	766'94	..	766'94	105'48	13'47	(a) 885'89	..	..	..	..	..	Jodhpur Railway.	Jodhpur Darbar.	..	..	..	Phalodi Pokaran	35'40	0'11	Indian State line.	..	..		
Jodhpur-Hyderabad Railway ..	3'-3"	248'58	..	248'58	..	248'58	50'91	5'54	(a) 305'03	..	..	..	..	..	..	British Govt.	..	..	..	Khadro Nawabshah Ry.	30'72	0'15	State line.	..	..		
Mirpurkhas-Khadro Railway ..	3'-3"	49'50	..	49'50	..	49'50	3'91	1'50	54'91	..	..	..	..	..	..	Sind Light Ry. Co.	..	..	..	..	..	..	..	..	..	..	Line subsidized by the Govt. of India.	..	..
Total ..	..	1,065'02	..	1,065'02	..	1,065'02	160'30	20'51	1,245'83	..	..	..	..	..	..	..	..	..	..	..	..	..	0'56	..	..	..	..	..	..

N. B. (a) Increase is due to more sidings laid.

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31ST MARCH 1939.

Classification.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1939.				TRACK MILEAGE OPEN ON THE 31ST MARCH 1939.				ROUTE MILEAGE AUTHORIZED BUT NOT OPENED FOR TRAFFIC ON 31ST MARCH 1939.		
	Single Line.	Double, Treble &c., lines as the case may be.		Total.	Running track.	Sidings.	Total.	Route mileage opened during the year 1938-39.	Sanctioned but not commenced.	Under construction.	
		2	3									4	5	6	7	8	9	10
1. Total State Owned Railway.— 3'-3½' Gauge	248'58	..	..	248'58	248'58	56'45	305'03	10'06	..	..	30'72
.. .. .	248'58	..	..	248'58	248'58	56'45	305'03	10'06	..	..	30'72
Total	816'44	..	..	816'44	816'44	124'36	940'80	..	..	..	35'40
2. Total other Railway's.— 3'-3½' gauge	816'44	..	..	816'44	816'44	124'36	940'80	..	..	..	35'40
.. .. .	816'44	..	..	816'44	816'44	124'36	940'80	..	..	..	35'40
Total	1,632'88	..	..	1,632'88	1,632'88	248'72	1,881'60	10'06	..	..	70'12

Statement No. 9.—Description of Railway Worked.

Item.	Heading.				Gauge.
					3'—3 $\frac{3}{8}$ "
9·01	Mean mileage worked	..	..	.. Miles.	1,053·42
9·02	Number of stations	..	..	.. No.	165
9·02(a)	Number of block-huts, branch booking offices and out-agencies.	..	..	No.	Nil.
9·03	Total length of the following gradients—				
	(a) 1/50 and less	..	..	.. Miles.	0·51
	(b) 1/51 to 1/80	..	..	.. "	Nil.
	(c) 1/81 to 1/100	..	..	.. "	1·75
	(d) 1/101 to 1/200	..	..	.. "	238·95
	(e) 1/201 to 1/300	..	..	.. "	72·23
	(f) Total	..	..	.. "	313·44
9·04	Steepest gradient worked.—				
	(a) Length	..	..	.. Miles.	0·51
	(b) Inclination	..	..	.. "	1 in 50
9·05	Maximum degree of curvature and radius—				
	(a) Degree of curvature	..	..	..	8°—0'—0"
	(b) Radius in feet	..	..	..	716
9·06	Ratio of curve to total length of line (expressed as a percentage)	..	..	..	8·57
9·07	Average amount of curvature per mile	..	..	.. Degrees	11°—17'—42"

No. 12.—Statement of Passenger Revenue Statistics.

Item.	Heading.						Amount or Number.
	Passengers originating on Home line whether local or Foreign (in hundreds)—						2,4
12.01	1st class	..	..	..	..	..	22,1
12.02	2nd "	..	..	..	..	..	133,7
12.03	Inter "	..	..	..	..	..	4,312,3
12.04	3rd "	..	..	..	..	..	4,470,5
12.05	Total (12.01 to 12.04)	..	..	..	..	..	422,2
12.06	Other traffic all classes	..	..	..	..	..	4,892,7
12.07	Total Items (12.05 and 12.06)	..	..	..	..	..
	Number of passengers carried (in hundreds)—						4,1
12.08	1st class	..	..	..	..	..	29,8
12.09	2nd "	..	..	..	..	..	139,6
12.10	Inter "	..	..	..	..	..	4,719,3
12.11	3rd "	..	..	..	..	..	4,892,8
12.12	Total (12.08 to 12.11)	..	..	..	..	..
	Passenger miles (in thousands)—						477
12.13	1st Class	..	..	..	..	..	2,917
12.14	2nd "	..	..	..	..	..	5,936
12.15	Inter "	..	..	..	..	..	190,738
12.16	3rd "	..	..	..	..	..	200,068
12.17	Total (12.13 to 12.16)	..	..	..	..	..
	Average number of miles a passenger was carried.—						116.41
12.18	1st class	..	..	..	..	..	98.03
12.19	2nd "	..	..	..	..	..	42.56
12.20	Inter "	..	..	..	..	..	40.42
12.21	3rd "	..	..	..	..	..	40.89
12.22	Total	..	..	..	..	..
	Earnings from passengers carried excluding refunds (in thousands)						56
12.23	1st Class	..	..	..	..	..	1,79
12.24	2nd "	..	..	..	..	..	1,54
12.25	Inter "	..	..	..	..	..	37,46
12.26	3rd "	..	..	..	..	..	41,35
12.27	Total (12.23 to 12.26)	..	..	..	..	..
	Average rate (in pies) charged per passenger per mile.—						22.71
12.28	1st class	..	..	..	..	..	11.79
12.29	2nd "	..	..	..	..	..	4.96
12.30	Inter "	..	..	..	..	..	3.77
12.31	3rd "	..	..	..	..	..	3.98
12.32	Total	..	..	..	..	..	3.27
12.33	Total Parcel earnings (in thousands)	..	..	..	..	..	2,40
12.34	Other miscellaneous coaching earnings (in thousands)	..	..	..	..	..	5,67
12.35	Total other coaching earnings (Items 12.33 to 12.34)	..	..	..	..	..	47,02
12.36	Total coaching earnings excluding refunds (in thousands)—	..	..	..	..	..

No. 12.—Statement of passenger Revenue Statistics. (concluded).

Item.	Heading.				Number carried.	Earnings.
	Number of and earnings from passengers carried on the system—				No.	Rs.
	Full fares.—					
12·39	1st class	..	..	..	3,272	45,976
12·40	2nd „	..	..	..	21,402	1,40,241
12·41	Inter „	..	..	..	122,428	1,38,775
12·42	3rd „	..	..	..	4,549,807	35,96,094
12·43	Total (12·39 to 12·42)	..	..	..	4,696,909	39,21,086
	Season and zone tickets—					
12·44	1st class	..	..	..	56	40
12·45	2nd „	..	..	..	140	12
12·46	Inter „	..	..	..	7,628	2,436
12·47	3rd „	..	..	..
12·48	Total (12·44 to 12·47)	..	..	..	7,824	2,488
	Other traffic carried at less than full fares.—					
12·49	1st class	..	..	..	829	10,184
12·50	2nd „	..	..	..	8,352	38,772
12·51	Inter „	..	..	..	17,068	14,725
12·52	3rd „	..	..	..	161,875	1,47,109
12·53	Total (12·49 to 12·52)	..	..	..	188,124	2,11,090
	Total Traffic.—					
12·54	1st class	..	..	..	4,101	56,460
12·55	2nd „	..	..	..	29,810	1,79,053
12·56	Inter „	..	..	..	139,636	1,53,512
12·57	3rd „	..	..	..	4,719,310	37,45,639
12·58	Total (12·54 to 12·57)	..	..	..	4,892,857	41,34,664

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets for the year 1938-39.

Item.	Zones.		1 to 50 Miles.				51 to 150 Miles				151 to 300 Miles.				Over 300 Miles.				Total.	
	Class.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Amount.	
				Rs.				Rs.				Rs.				Rs.			Rs.	
12'59	1st	1,090	26'78	3,531	6'57	2,112	51'89	23,586	43'85	296	7'27	6,718	12'49	572	14'06	19,952	37'09	4,070	53,787	
12'60	2nd	15,871	53'67	23,510	13'64	8,467	28'63	47,108	27'34	924	3'13	10,821	6'28	4,308	14'57	90,886	52'74	29,570	1,72,325	
12'61	Inter	110,682	79'39	71,214	48'07	25,641	18'39	53,876	36'36	824	0'59	3,722	2'51	265	1'63	19,358	13'06	139,412	1,48,170	
12'62	3rd	3,660,470	78'13	14,48,766	39'04	877,982	18'64	14,68,752	39'58	78,001	1'66	2,85,299	7'69	74,194	1'57	5,08,020	13'69	4,710,647	37,10,837	
12.63	Total	3,808,113	77'98	15,47,021	37'87	914,202	18'72	15,93,322	39'00	80,045	1'64	3,06,560	7'51	81,339	1'66	6,38,216	15'62	4,883,699	40,85,119	

No. 13.—Statement of Goods Revenue Statistics.

Item.	Heading.	Amount or Number.
	Tons originating on Home line (whether local or Foreign) (in thousands)—	
13·01	Coal for the public .. .. .	..
13·02	Coal for foreign Railways and Home line construction	..
13·03	Coal for Home line	3
13·04	Grain and Oil Seeds	179
13·05	Other commodities (including other revenue stores)	692
13·06	Total (Items 13·01 to 13·05)	874
13·07	Other Traffic	448
13·08	Total (Items 13·06 and 13·07)	1,322
	Number of tons carried (in thousands)—	
13·09	Coal for the public	18
13·10	Coal for Foreign Railways and Home line construction	5
13·11	Coal for Home line	76
13·12	Grain and Oil Seeds	325
13·13	Other commodities (including other revenue stores)	898
13·14	Total (Items 13·09 to 13·13)	1,322
13·15	Actual number of tons carried on the system (in thousands)	1,322
13·16	Number of tons terminating (in thousands)	897
13·17	Number of tons cross traffic (in thousands)	149
	Net ton miles (in thousands)—	
13·18	Coal for the public	4,016
13·19	Coal for Foreign Railways and Home line construction	400
13·20	Coal for Home line	17,829
13·21	Grain and Oil Seeds	55,941
13·22	Other commodities (including other revenue stores)	94,912
13·23	Total (Items 13·18 to 13·22)	173,098
	Average mile a ton of goods was carried —	
13·24	Coal for the public	219
13·25	Coal for Foreign Railways and Home line construction	82
13·26	Coal for Home Line	234
13·27	Grain and Oil Seeds	172
13·28	Other commodities (including other revenue stores)	106
13·29	Total coal excluding coal for Home line	190
13·30	Total goods including coal	131

No. 13.—Statement of Goods Revenue Statistics. (Concl'd.)

Item.	Heading.	Amount or Number.
	Earnings from Goods carried excluding refunds (in thousands)—	
13·31	Coal for the public	48
13·32	Coal for Foreign Railways and Home line construction ' ..	5
13·33	Coal for Home line	1,92
13·34	Grain and Oil Seeds	22,71
13·35	Other commodities (including other revenue stores) ..	44,00
13·36	Total (Items 13·31 to 13·35)	69,16
	Average rate (in pies) charged for carrying a ton of goods one mile —	
13·37	Coal for the public	2·30
13·38	Coal for Foreign Railways and Home line construction ..	2·27
13·39	Coal for Home line	2·07
13·40	Grain and Oil Seeds	7·71
13·41	Other commodities (including other revenue stores) ..	8·90
13·42	Total coal excluding coal for Home line	2·29
13·43	Total Goods including coal	7·67
13·44	Total other Goods earnings (in thousands)	23
13·45	Total goods earnings excluding refunds (in thousands)..	69,39
13·48	Total electric telegraph earnings (in thousands) ..	23
13·49	Total sundry earnings (in thousands)	4,46
13·50	Total gross earnings excluding refunds (in thousands)..	1,21,10
	Steam-boat earnings (already included in respective coaching and goods earnings) (in units).—	
13·51	Coaching .. .. .	..
13·52	Goods .. .. .	..
13·53	Total .. .. .	..

No. 14.—Statement of Revenue Earnings and Expenses rated against Selected units.

Item.	Heading.	Percentage or Amount.	Remarks.
	FINANCIAL RESULTS.		
14·01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open i. e., on the revenue earning mileage Percent.	8·56	J. Ry. 7·81 J. H. Ry. 11·36 M.K.B.Ry. 12·33
14·02	Percentage of net earnings on paid up capital. „	..	
	OUTLAY EARNINGS AND EXPENSES. (EXCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS)—		
14·03	Capital outlay per route mile .. Rs.	58,546	J. Ry. 63,848 J. H. Ry. 49,543 M.K.B.Ry. 19,782
14·04	Gross earnings (in thousands of Rupees).. Rs	1,21,10	
14·05	Gross earnings per mean mile worked .. „	11,492·57	
14·06	Gross earnings per mean mile worked per week „	220·36	
14·07	Gross earnings per train mile .. „	5·34	
14·08	Total working expenses (in thousands of rupees) „	68,21	
14·09	Working expenses per mean mile worked per week „	124·18	
14·10	Working expenses per train mile .. „	3·01	
14·11	Net earnings (in thousands of rupees) .. „	52,89	
14·12	Net earnings per mean mile worked .. „	5,018·92	
14·13	Net earnings per train mile.. .. „	2·33	
14·14	Cost per 1,000 gross ton-miles (including weight of engine).. .. . Rs.	8·84	
14·15	Percentage of total working expenses on total earnings Percent	56·33	
14·16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores .. Percent	55·99	
	(INCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS)—		
14·17	Percentage of total working expenses on total earnings Percent	56·33	

No. 15.—Results of Working.

Item.	Heading.	Amount or percentage.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.	
15·01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings Rs.	63,52,707
	Proportions dividing expenditure in ratio of gross ton mileage—	
15·02	Coaching.. .. . Rs.	25,98,003
15·03	Goods Rs.	37,54,704
	COACHING TRAFFIC.	
15·04	Coaching earnings per train mile Rs.	3·95
15·05	Cost of hauling a passenger train one mile Rs.	2·18
15·06	Profit on working a passenger train one mile Rs.	1·77
15·07	Earnings per coaching vehicle per mile pies.	40·28
15·08	Cost of hauling a passenger vehicle one mile pies.	22·26
15·09	Profit on working a passenger vehicle one mile pies.	18·02
	GOODS TRAFFIC.	
15·10	Goods earnings per train mile Rs.	6·43
15·11	Cost of hauling a goods train one mile Rs.	3·48
15·12	Profit on working a goods train one mile Rs.	2·95
15·13	Earnings per goods vehicle per mile (excluding brakes) pies.	31·78
15·14	Cost of hauling a goods vehicle one mile pies.	17·19
15·15	Profit on working a goods vehicle one mile pies.	14·59
15·16	Cost of hauling a goods unit (viz., one ton) pies.	4·16
15·17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of $4\frac{1}{2}$ per cent per annum Rs. 14,60,201) pies.	5·78
15·18	Profit on working a goods unit (viz.,) one mile pies.	3·51

No. 16.—Statement of Ton Mileage.

Item.	Heading.	Number in thousands.
16·01	Net or freight ton miles (goods and proportion of mixed) excluding traffic carried in departmental trains	161,579
	Gross ton miles (including weight of engine and departmental).—	
16·02	Passenger and proportion of mixed	234,050
16·03	Goods and proportion of mixed	344,662
	Gross ton miles (including weight of engine but excluding departmental).—	
16·04	Passenger and proportion of mixed	293,717
16·05	Goods and proportion of mixed	398,293
	Total gross ton miles (including weight of engine and departmental).—	
16·06	Passenger and proportion of mixed	294,037
16·07	Goods and proportion of mixed	424,950

No. 17.—Statement of Train and Engine Mileage.

Item.	Heading.	Number in thousands.
17·01	TRAIN MILES.— Passenger	683
17·02	Goods.— (a) Main line (b) Branch line (c) Total	451 45 496
17·03	MIXED.— (a) Passenger proportion (b) Goods proportion (c) Total	500 517 1,017
17·04	Passenger and proportion of mixed	1,183
17·05	Goods and proportion of mixed	1,013
17·06	Total (Items 17·04 + 17·05)	2,196
17·07	Departmental. — (a) Passenger and total mixed (b) Goods (c) Total [Items 17·07 (a) + 17·07 (b)]	3 65 68
17·08	SHUNTING MILES.— Passenger and proportion of mixed— (a) Shunting engines (b) Train engines (c) Total Goods and proportion of mixed.— (d) Shunting engines (e) Train engines (f) Total	23 70 93 173 87 260
17·09	OTHER ENGINE MILES.— Passenger and proportion of mixed.— (a) Assisting required (b) Assisting not required (c) Light (d) Total Other [Item 17·09 (a) to 17·09 (c)] Goods and proportion of mixed.— (e) Assisting required (f) Assisting not required (g) Light (h) Siding (i) Total Other [Item 17·09 (e) to 17·09 (h)]	1 3 4 8 3 1 24 7 35
17·10	Departmental (including shunting).— (a) Passenger and total mixed (b) Goods—Engineering (c) Total Goods (d) Total Departmental [Items 17·07 (a) & (b) + 17·10 (a) & (c)]	5 102 170
17·11	Total engine miles.— (a) Traffic engine miles.— (i) Passenger and proportion of mixed (ii) Goods and proportion of mixed (b) Total including departmental [17·10 (d) + 17·11 (a)(i)&(a)(ii)]	1,284 1,308 2,762

No. 18.—Statement of Engine Hours.

Item.	l e a d i n g .	Amount or Number in hundreds.
18·01	Train hours.—Traffic Service—	
	(a) Passenger trains	34,5
	(b) Mixed trains—	
	(i) Passenger proportion	35,5
	(ii) Goods proportion	36,8
	(iii) Total	72,3
	(c) Goods trains—	
	(i) Main line	43,6
	(ii) Branch line	4,5
	(iii) Total	48,1
18·02	Shunting hours.—	
	(a) Passenger and proportion of mixed	18,6
	(b) Goods and proportion of mixed	51,9
18·03	Other engine hours.—	
	(a) Passenger and proportion of mixed	29,5
	(b) Goods and proportion of mixed	40,8
	(c) Siding engine hours	1,0
18·04	Total engine hours.—Traffic service—	
	(a) Passenger and proportion of mixed	118,1
	(b) Goods and proportion of mixed (Including sidings.)	178,6
18·05	Departmental Engine hours.—	
	(a) Passenger and total mixed	4
	(b) Goods	27,3
	(c) Total	27,7
	(d) Mixed—Passenger proportion	1
	(e) Mixed—Goods proportion	2
18·06	Total engine hours [18·04 (a) and (b) + 18·05 (c)]	324,4
18·07	Percentage of train engine hours to total engine hours.—	
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	59%
	(b) Goods and proportion of mixed train engine hours to total engine hours (goods and proportion of mixed)	41%

No. 19.—Statement of Vehicles and Wagon Miles.

Item.	Heading.				Number in thousands or percentage.
19·01	Passenger trains.—				
	(a)	Coaching vehicles ..	..	..	10,077
	(b)	Other vehicles ..	..	..	255
	(c)	Total ..	..	..	10,332
19·02	Mixed trains (passenger proportion).—				
	(a)	Coaching vehicles ..	..	..	11,533
	(b)	Other vehicles ..	..	..	522
	(c)	Total ..	..	..	12,055
19·03	Total Passenger and proportion of mixed.—				
	(a)	Coaching vehicles ..	..	..	21,610
	(b)	Other vehicles ..	..	..	777
	(c)	Total ..	..	..	22,387
19·04	Goods trains.—				
	(i) Main lines.—				
	(a)	Loaded ..	..	..	18,245
	(b)	Total ..	..	..	25,408
	(c)	Percentage loaded of total ..	..	..	71·8
	(ii) Branch lines.—				
	(a)	Loaded ..	..	..	576
	(b)	Total ..	..	..	981
	(c)	Percentage loaded of total ..	..	..	58·7
19·05	Mixed trains (goods proportion only).—				
	(a)	Loaded ..	..	..	9,468
	(b)	Total ..	..	..	12,923
19·06	Grand total (Goods including proportion of mixed) —				
	(a)	Loaded ..	..	..	28,289
	(b)	Total ..	..	..	39,312
	(c)	Percentage loaded of total ..	..	..	72·0
19·07	Departmental.—				
	(a)	Passenger and total mixed ..	..	..	32
	(b)	Goods ..	..	..	2,603
	(c)	Total ..	..	..	2,635
19·08	Brake Vans.—				
	(a)	Passenger and total mixed ..	..	..	1,241
	(b)	Goods ..	..	..	651
	(c)	Total ..	..	..	1,892

No. 20.—Statement of running of trains and speed of Goods Trains.

Item.	Heading.					Number.
						Railway's own trains.
	Running of Passenger and mixed trains (Traffic).—					
	(a) Mail and important through trains.—					
20·01	Total number of trains run	..	..	..		1,825
20·02	Number of trains not losing time	..	..	..		1,731
20·03	Percentage of trains not losing time		..	..		94·8
20·04	Average time-table speed	..	..	..		20·4
	(b) Suburban trains.—					
20·05	Total number of trains run	..	..	..	}	Nil
20·06	Number of trains not losing time	..	..	..
20·07	Percentage of trains not losing time		..	..
20·08	Average time-table speed	..	.	..
	(c) Mixed trains.—					
20·09	Total number of trains run	..	..	..		15,861
20·10	Number of trains not losing time	..	..	..		14,541
20·11	Percentage of trains not losing time		..	..		91·7
20·12	Average time-table speed	..	..	..		14·1
	(d) Other passenger trains.—					
20·13	Total number of trains run	..	..	..		6,122
20·14	Number of trains not losing time	..	..	..		5,371
20·15	Percentage of trains not losing time		..	..		87·7
20·16	Average time-table speed	..	..	..		18·1
	Average speed of goods trains.—					
	Through goods trains.—					
	Train miles per train engine hour.—					
20·17	Main lines	..	..	..	..	14·7
20·18	Branch lines	..	..	..	..	11·8
20·19	Total	..	..	..	..	13·9
	All goods trains.—					
	Train miles per train engine hour.—					
20·20	Main lines	..	..	..	..	9·58
20·21	Branch lines	..	..	..	..	10·2
20·22	Total	..	..	..	..	9·63

No. 21.—Statement of Shunting and Light Running

Item.	Heading.	Number.
21·01	Passenger and proportion of mixed (excluding departmental).— Shunting miles per 100 train miles	7·84
21·02	Light engine miles per 100 train miles	0·38
21·03	Light and assisting not required miles per 100 train miles ..	0·64
21·04	Goods and proportion of mixed (excluding departmental).— Shunting engine miles per 100 train miles	25·6
21·05	Light engine miles per 100 train miles	2·40
21·06	Light and assisting not required miles per 100 train miles ..	2·50
No. 22.—Statement of Engine Usage.		
22·01	Average number of Engines.— Authorised stock	104
22·02	On Line	105
22·03	Under or awaiting repairs	9
22·04	Available for use	97
22·05	Actual number in good repair Stored.— Maximum number in any one month	Nil.
22·06	Minimum number in any one month	Nil.
22·07	Average number in use Daily on.— Passenger service	14
22·08	Mixed service	27
22·09	Goods service	18
22·10	Departmental service	5
22·11	Shunting including sidings	10
22·12	Total	74
22·13	Spare	22
22·14	Maximum number in use on any one day	83
22·15	Engine Miles per Day.— Per passenger engine	135
22·16	Per mixed engine	120
22·17	Per goods engine	79
22·18	Per engine in use	103
22·19	Per engine on the line	72
22·20	Net ton Miles.— Per goods locomotive day on the line	6,811
22·21	Per goods locomotive day in use	10,905
22·22	Hours worked per day per engine available for use ..	9·26

No. 23.—Statement of Loads of Trains.

Item.	H e a d i n g .				Number or Tons.
	AVERAGE TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS).—				
	Passenger trains.—				
23·01	No. of vehicles (in terms of four-wheelers)	..	No.		15
	Passenger including proportion of mixed.—				
23·02	Gross weight (including weight of engine)	..	Tons.		290
	Goods trains.—				
	Main Lines.—				
23·03	Loaded wagons per train (in terms of four-wheelers)	..	No.		41
23·04	Total wagons per train (in terms of four-wheelers)	..	No.		56
23·05	Percentage loaded of total	..	..	..	73·2
	Branch Lines.—				
23·06	Loaded wagons per train (in terms of four-wheelers)	..	No.		13
23·07	Total wagons per train (in terms of four-wheelers)	..	No.		22
23·08	Percentage loaded of total	..	..	..	59·1
	Goods and proportion of mixed (Main and Branch lines).—				
23·09	Net or freight weight	..	..	Tons.	159
23·10	Gross weight (including weight of engine)	..	..	..	392
23·11	Gross weight (excluding weight of engine)	..	..	..	340
	No. 24.—Statement of Vehicles and Wagons and their Usages.				
	Coaching Stock.—				
	Average authorised stock (in units).—				
24·01	Passenger Carriages	..	..	No.	27½
24·02	Other Coaching vehicles	..	..	No.	90
	Average number on the Line.—				
	Passenger Carriages.—				
24·03	In Units	..	..	No.	270
24·04	In terms of four-wheelers	..	..	No.	466
	Other Coaching vehicles.—				
24·05	In Units	..	..	No.	28
24·06	In terms of four-wheelers	..	..	No.	35
24·07	Vehicle miles per vehicle day	..	..	Miles.	118
	Goods stock.—				
24·08	Average authorised stock (in units)	..	..	No.	2,647
	Average number of wagons owned.—				
24·09	In Units	..	..	No.	2,541
24·10	In terms of four-wheelers	..	..	No.	2,764
24·11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers)	..	..	No.	2,863
	Average Wagon Load—(in terms of four-wheelers).—				
	Starting Load.—				
24·12	Coal and coke (including revenue coal and coke)	..	..	Tons.	8·80
24·13	Heavy merchandise	..	..	..	7·57
24·14	Light merchandise	..	..	..	4·29
	During the run —				
24·15	All traffic	..	..	..	5·71
24·16	Wagon miles per wagon day in terms of four-wheelers.	..	..	Miles.	35·9
24·17	Net ton miles per wagon day in terms of four-wheelers.	..	..	..	155

No. 25.—Statement of Density of Traffic.

Item.	Heading.	Number.
25.01	Passenger Miles per Annum.— Per running track mile	191,348
25.02	Per route mile	191,348
25.03	Net Ton Miles per Annum.— Per running track mile	164,080
25.04	Per route mile	164,080
25.05	Gross ton miles per Annum.— Per running track mile	681,529
25.06	Per route mile	681,529
25.07	Train miles per running track mile per day	5.88
No. 26 (a).— Statement of Repairs of Rolling Stock.		
Engines.—		
Average number under or awaiting repairs daily.—		
In mechanical workshops—		
26(a).01	Number	3
26(a).02	Percentage of Item 26(a).01 to average total number on the line.	2.86
In sheds and transportation workshops—		
26(a).03	Number	6
26(a).04	Percentage of item 26(a).03 to average total number on the line.	5.71
COACHING STOCK.—		
Average number under or awaiting repairs daily (in units)—		
In mechanical workshops.—		
26(a).05	Passenger carriages No.	20
26(a).06	Other coaching vehicles No.	2
26(a).07	Percentage of item 26(a).05 to average total number on the line	7.41
26(a).08	Percentage of item 26(a).06 to average total number on the line	7.14
In sick lines and transportation Workshops.—		
26(a).09	Passenger carriages No.	0.97
26(a).10	Other coaching vehicles No.	0.08
26(a).11	Percentage of Item 26(a).09 to average total number on the line.	0.36
26(a).12	Percentage of Item 26(a).10 to average total number on the line	0.29
Goods Stock.—		
Average number of unserviceable wagons daily (in terms of 4-wheelers).—		
In mechanical Workshops.—		
26(a).13	Number	23
26(a).14	Percentage of Item 26(a).13 to average number on the line daily	0.80
Stabled, awaiting workshop repairs.—		
26(a).15	Number	Nil
26(a).16	Percentage to Item 26(a).15 to average number on the line daily	Nil
In sick lines and transportation Workshops.—		
26(a).17	Number	12
26(a).18	Percentage of Item 26(a).17 to average number on the line daily	0.42
Average number of Hot Boxes— (monthly)		
26(a).19	Coaching	1
26(a).20	Goods	12.1
26(a).21	Coaching hot boxes per 10,000,000 vehicle miles	5
26(a).22	Goods hot boxes per 1,000,000 wagon miles	3

No. 26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock.

Item.	Heading.	Number.		
26 (b) ·01	Total equated engine miles	1,833,329		
26 (b) ·02	Average number of coaching vehicles on line (in terms of 4-wheelers)	571		
26 (b) ·03	Average number of wagons owned (in terms of 4-wheelers) including departmental.	3,057		
		In Mechanical Workshops.	In Transportation Depots.	Total.
26 (b) ·04	Total cost of repairs and maintenance of.—	Rs.	Rs.	Rs.
	(i) 4·01 Locomotives	1,61,878	2,08,452	3,70,330
	(ii) 4·02 Coaching vehicles	2,04,211	15,652	2,19,863
	(iii) 4·03 Wagons	1,16,773	33,353	1,50,126
		Locomotives.		
26 (b) ·05	Cost of ordinary repairs and maintenance to locomotives per equated engine mile. ..	As. 1·41	As. 1·82	As. 3·23
		Coaching - Stock.		
26 (b) ·06	Cost of ordinary repairs and maintenance per coaching vehicle (in terms of four-wheelers).	Rs. 357·6	Rs. 27·4	Rs. 385·0
		Wagons.		
26 (b) ·07	Cost of ordinary repairs and maintenance per wagon (in terms of four-wheelers) ..	38·2	10·9	49·1

No. 27 (a). — Statement of Coal Consumption.

Item.	Heading.	Amount or Number.
	Fuel consumed by locomotives:—	
27 (a) ·01	Foreign Coal Tons.	Nil.
27 (a) ·02	Indian Coal	59,162 59,29
27 (a) ·03	Wood	249
27 (a) ·04	Oil fuel	Nil.
27 (a) ·05	Total (in terms of coal)	59,262 59,39
	Fuel consumed for all other purposes, such as, for pumping engines, workshops, steamers, etc.—	
27 (a) ·06	Foreign coal Tons.	Nil.
27 (a) ·07	Indian coal	3,976 3,843
27 (a) ·08	Wood	Nil.
27 (a) ·09	Oil fuel	Nil.
27 (a) ·10	Total (in terms of coal)	3,976 3,843
	Total fuel consumed:—	
27 (a) ·11	Foreign coal	Nil.
27 (a) ·12	Indian coal	63,138
27 (a) ·13	Wood	249
27 (a) ·14	Oil fuel	Nil.
27 (a) ·15	Total (in terms of coal)	63,238
	Average cost per ton (at pit's mouth or station of supply):—	
27 (a) ·16	Foreign coal Rs.	Nil.
27 (a) ·17	Indian coal	4·47
27 (a) ·18	Wood	5·38
27 (a) ·19	Oil fuel	Nil.
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives).	
27 (a) ·20	Foreign coal Rs.	Nil.
27 (a) ·21	Indian coal	16·61
27 (a) ·22	Wood	5·38
27 (a) ·23	Oil fuel	Nil.

No. 27 (b).—Statement of coal consumption by classes of service.

Item.	Heading.	Amount or number.
27 (b)-01	Passenger and total mixed.— Total tons of coal consumed Tons.	34,377
"	Rail Cars (steam propelled).— A.—Total tons of coal consumed "	..
"	Rail Cars (Internal combustion engine propelled).— B.—Total tons of coal consumed "	..
27 (b)-02	Passenger and proportion of mixed.— lbs. of coal consumed per 1,000 gross ton miles .. lbs.	169.6
27 (b)-03	Goods — Total tons of coal consumed Tons.	17,378
27 (b)-04	Goods and proportion of mixed.— lbs. of coal consumed per 1,000 gross ton miles .. lbs.	154.1
27 (b)-05	Shunting including sidings (all services).— Total tons of coal consumed Tons.	2,712
27 (b)-06	lbs. per engine mile lbs.	30.0
"	Locomotives on miscellaneous services.— A. Total tons of coal consumed Tons.	1,380
27 (b)-07	Departmental.— Total tons of coal consumed "	1,513
27 (b)-08	Total tons of coal used on all locomotive services "	3,415
	Fuel consumed for other than locomotive purposes.—	59,262
27 (b)-09	Water Pumping stations Tons.	59,395
27 (b)-10	Electric Generating stations "	1,533
27 (b)-11	Miscellaneous purposes "	..
27 (b)-12	Total "	2310-2,443 3,843-3,976

No. 28.—Statement of Efficiency.

Item.	Heading.	Amount or number.
	Goods and proportion of mixed.— Wagon miles.—	
28-01	Per shunting engine hour (excluding departmental) ..	757
28-02	Per engine hour (including departmental)	191
	Net ton miles (excluding weight carried in departmental trains).—	
28-03	Per engine hour including departmental	784
	Gross ton miles (including weight of engine).—	
28-04	Per engine hour including weight of engine and departmental.	2,062
28-05	Per train engine hour excluding weight of engine and departmental	4,060

No. 29.—Statement of Commodities.

Item.	Commodity.	Quantity originating on home line whether local or Foreign.	Other traffic.	Total.	Earnings from each Commodity.
		Tons. (In hundreds)	Tons. (In hundreds)	Tons. (In hundreds)	Rs. (In hundreds)
	FUEL.—				
29-01	Coal and Coke and Patent fuel.—				
29-02	For the public ..	3	18,0	18,3	48,0
29-02	For Foreign Railways and Home Line construction ..	1	4,8	4,9	4,7
29-03	Total ..	4	22,8	23,2	52,7
29-04	Oil fuel ..	2	6,0	6,2	1,32,9
29-05	Firewood and other fuel ..	17,4	8	18,2	41,5
	HEAVY MERCHANDISE.—				
29-06	Rice in the husk.. ..	5	1	6	2,8
29-07	Rice not in the husk ..	7,4	16,1	23,5	2,01,9
29-08	Gram and Pulse ..	10,6	41,3	51,9	4,31,7
29-09	Wheat ..	75,0	30,3	105,3	5,80,1
29-10	Jawar and Bajra ..	7,3	30,5	37,8	2,41,3
29-11	Other grains ..	4,1	17,7	21,8	1,33,3
29-12	Marble and Stone ..	119,9	3,4	123,3	4,04,2
29-13	Salt.. ..	36,0	1	36,1	1,73,4
29-14	Sugar, refined and unrefined ..	1,5	28,0	29,5	2,55,4
29-15	Wood unwrought ..	1,0	6,8	7,8	40,0
29-16	Metalic Ores ..	..	..	..	..
29-17	Oil seeds ..	73,5	10,9	84,4	6,79,7
29-18	Cotton, raw, pressed ..	40,4	4,2	44,6	4,11,6
29-19	Petrol (in bulk) ..	..	4,1	4,1	1,84,0
29-20	Kerosine oil (in bulk) ..	..	1,1	1,1	28,0
29-21	Molasses (in bulk) ..	..	..	..	..
29-22	TOTAL HEAVY MERCHANDISE ..	377,2	194,6	571,8	37,67,4
	LIGHT MERCHANDISE.—				
29-23	Cotton, raw, unpressed ..	25,3	5	25,8	1,44,8
29-24	Cotton manufactured ..	1,4	12,2	13,6	1,81,8
29-25	Fodder ..	15,4	7,0	22,4	1,06,0
29-26	Fruits & vegetables, fresh ..	5,0	8,0	13,0	78,1
29-27	Gur, Jagree, Molasses etc., (not in bulk) ..	8	12,6	13,4	1,31,1
29-28	Jute Raw ..	..	1	1	4
29-29	Iron and steel wrought ..	2,2	13,6	15,8	2,27,5
29-30	Kerosine Oil (in tins) ..	3	7,7	8,0	1,65,1
29-31	Petrol (in tins) ..	9	7	1,6	40,9
29-32	Tobacco ..	6	4,4	5,0	79,1
29-33	Provisions ..	4,1	15,5	19,6	2,44,4
29-34	Manures (all kinds) ..	3	3	6	1,1
29-35	TOTAL LIGHT MERCHANDISE ..	56,3	82,6	138,9	14,00,3
29-36	OTHER COMMODITIES ..	69,9	54,3	124,2	11,31,5
29-37	TOTAL GENERAL MERCHANDISE ..	503,4	331,5	834,9	62,99,2
29-38	Military traffic ..	..	6	6	10,3
29-39	Live Stock ..	1,4	1	1,5	20,8
29-40	Railway Materials ..	88,3	10,1	98,4	74,5
	Materials and Stores on Revenue Accounts.—				
29-41	Fuel ..	3,4	72,8	76,2	1,91,8
29-42	General stores and materials ..	259,7	3,3	263,0	92,1
29-43	TOTAL ..	263,1	76,1	339,2	2,83,9
29-44	TOTAL ALL COMMODITIES ..	874,2	448,0	1,322,2	69,15,8

No. 30.—Working Expenses.

TABLE A.

Maintenance of Structural Works.

Reference to Accounts.		Details.	Total Amount.	(a) Per equated track mile.	(b) Per 100 lineal feet of opening per track.	(c) Per 100 square feet of plinth area per floor.	(d) Per lever.	(e) Per train mile.	(f) Percentage of total working expenses.
Abstract and minor head.	Sub-head.			Total equated track miles	Total lineal feet	Total square feet of plinth area Service buildings (923,399) Residential staff quarters (1,389,861)	Total number of leaver	Total train miles.	
				(724.6)	(20,530)	(1,389,861)	(1,842)	(2,263,438)	(68,21,544)
A-I		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	Rs.	Rs.	As.	
	1100	Pay and leave salary.—							
		1110. Administrative and executive officers (Total)	91,626	126.5	..	..	..	..	1.34
		1120. Subordinate Supervising staff (Total)	48,482	66.9	..	..	..	..	0.71
		1130. Office Staff (Total)	55,156	76.1	..	..	..	..	0.81
		1200—1300. Other items (Total)	43,947	60.6	..	..	..	..	0.65
		Total General Administration (A.-I. Total)	2,39,211	330.1	..	..	..	..	3.51
II	2100	REPAIRS AND MAINTENANCE.							
		Structural works.—Repairs and Maintenance—							
		2110. Track (including sidings other than workshop sidings)—Ordinary	4,87,042	672.2	..	..	..	..	7.14
		2120. and 2130. Bridges (including foot and road bridges)—Ordinary	29,358	41.2	145.4	..	..	..	0.44
		2150. Service Buildings—Ordinary	27,549	38.0	..	2.98	..	..	0.40
		2160. Residential Staff-quarters—Ordinary	67,745	93.5	..	4.87	..	..	0.99
		2140, 2170, 2180 and 2190. Other items (Total)—Ordinary	12,744	17.6	..	..	..	..	0.19
		Structural works—Total repairs and maintenance (2100. Total—Ordinary)	6,24,938	862.5	..	..	..	..	9.16
		Structural works—Total Special repairs and maintenance (2100. Total—Special)	16,122	22.2	..	..	..	..	0.24
		Structural works—Total (2100).	6,41,060	884.7	..	..	..	..	9.40
	2200	Equipment.—							
		2250 Signal and Interlocking Works. { Ordinary repairs and maintenance	22,073	30.5	..	..	12.0	0.16	0.32
		{ Special repairs & maintenance	1,909	2.63	..	..	1.04	0.01	0.03
		Equipment—Total (2200)	84,107	116.1	..	..	..	..	1.23
	2300	Conservancy of rivers .. .. .	..	..	..	..	..	..	..
	2400	Plantations, Nurseries and Gardens	4,881	6.73	..	..	..	..	0.07
	2500	New Minor Works	55,357	76.4	..	..	..	..	0.81
	2600	Miscellaneous Expenses	11,311	15.6	..	..	..	..	0.17
	2800	Replacements and Renewals expenditure in respect of Durbar, Foreign and Provincial worked lines .. .. .	..	..	..	..	..	..	..
	2900	Repayment to the Depreciation Reserve Fund for the Harding Bridge Protection works and Earthquake damages .. .. .	..	..	..	..	..	..	..
		Total Repairs and Maintenance (A. II—Total)	7,96,716	1,099.5	..	..	..	..	11.7
IV		Appropriation to Depreciation Reserve Fund (A. IV—Total)	6,21,514	857.7	..	..	..	..	9.11
		Total Ordinary Working expenses—Abstract A.	10,35,927	1,429.6	..	..	..	..	15.2

NOTE.—Figures shown under column (a) excludes mile 10.06 of Khadro—Nawabshah Line.

No. 30.—Working Expenses.—(contd.)

TABLE B.

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		DETAILS.	(a)	(b)	(c)	(d)	(e)
Abstract and minor head.	Sub-head.		Total Amount.	Per Engine mile. Total engine miles. 2,761,573	Per 1,000 gross ton miles. Total gross ton miles. 718,986,083	Per train mile. Total train miles. 2,263,438	Percentage of total working expenses. 68,21,544
B-I		GENERAL ADMINISTRATION (B. I.—Total) ..	Rs. 1,36,924	As. 0·79	Rs. 0·19	As. 0·97	2·01
II		REPAIRS AND MAINTENANCE.					
	2100	Locomotives.—					
		2110. Running repairs	2,08,454	1·21	0·29	1·47	3·06
		2120. Workshop repairs	1,61,878	0·94	0·22	1·14	2·37
		(Outturn from manufacture suspense.)					
	2200	Equipment—(Total)	34,983	0·20	0·05	0·25	0·51
	2300	New Minor Works	21,026	0·12	0·03	0·15	0·31
		Total Repairs and Maintenance (B. II—Total) ..	4,26,341	2·47	0·59	3·01	6·25
III		OPERATING EXPENSES.					
	3100	Running Staff—(Total)	2,43,219	1·41	0·34	1·72	3·57
	3200	Fuel—(Total)	10,15,030	5·88	1·41	7·17	14·9
	3300	Water	93,005	0·54	0·13	0·66	1·36
	3400	Oil, tallow and other stores	21,795	0·13	0·03	0·15	0·32
		Total (3300 and 3400)	1,14,800	0·67	0·16	0·81	1·68
	3500	Payments to other Railways—(Total) ..	23,222	0·13	0·03	0·16	0·34
	3600	Miscellaneous expenses—(Total) ..	14,515	0·08	0·02	0·10	0·21
		Total Operating Expenses (B. III—Total) ..	13,64,342	7·91	1·90	9·64	20·0
IV		Appropriation to Depreciation Reserve Fund (B. IV—Total)	1,33,570	0·77	0·19	0·94	1·96
		Total Ordinary Working Expenses—Abstract B. ..	19,27,607	11·2	2·68	13·6	28·3

No. 30.—Working Expenses—(contd.)

TABLE C.

Maintenance of Carriage and Wagon Stock.

Reference to Accounts.		DETAILS.	(a)	(b)	(c)	(d)
Abstract and minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home & foreign vehicles.	† Per train mile.	Percentage of total working expenses.
				Total vehicle miles. 64,334,201	Total train miles. 2,263,438		68,21,544
C. I.		GENERAL ADMINISTRATION.—(C. I—TOTAL.) ..	Rs. 1,19,250	Rs. 1.85	As. 0.84	1.75
II.		REPAIRS AND MAINTENANCE.				
	2100	Coaching vehicles—				
		2110. Running repairs	14,565	0.64	0.10	0.21
		2120 } Workshop repairs—				
		and } (Outturn from Manufacture Suspense)				
		2130 } Passenger Carriages and other Coaching vehicles	2,05,300	9.16	1.45	3.01
	2200	Rail Cars—Total	15	3.02	0.00	0.00
	2300	Goods wagons—				
		2310. Running repairs	33,164	0.79	0.24	0.49
		2320. Workshop repairs—	1,16,788	2.79	0.83	1.71
		(Outturn from Manufacture Suspense)				
	2400	Payments to and receipts from foreign Railways on account of damage to and deficiencies in interchange stock	73	0.00	0.00	0.00
	2500	Equipment—Total	12,720	0.20	0.09	0.19
	2600	New Minor Works	92,095	1.43	0.65	1.35
		Total Repairs and Maintenance. (C. II—Total)	4,74,720	7.38	3.36	6.96
III.		OPERATING EXPENSES.				
	3100	Inspection of running vehicles—Total ..	46,489	0.72	0.33	0.68
	3200	Rail cars—Total .. ..	..	..	..	..
	3300	Payments to other Railways	—134	—0.00	—0.00	—0.00
	3600	Miscellaneous—Total	—4,675	—0.07	—0.04	—0.07
		Total Operating Expenses (C. III—Total) ..	41,680	0.65	0.29	0.61
IV.		Appropriation to Depreciation Reserve Fund (C. IV—Total)	98,685	1.53	0.69	1.44
		TOTAL ORDINARY WORKING EXPENSES—ABSTRACT C.	6,35,650	9.38	4.49	9.32

† Represents vehicle miles in terms of 4-wheelers for this purpose.

One 6-wheeler	=One 4-wheeler.	} Coaching Vehicle miles .. 22,407,983
One bogie	=two 4-wheelers.	
One 12-wheeler	=three 4-wheelers.	
		Goods " .. 41,926,218
		Total .. 64,334,201
		Car Miles .. 4,967

No. 30.—Working Expenses.—(Contd.)

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours.—*Nil.*

TABLE E.

Expenses of Traffic Department.

REFERENCE TO ACCOUNTS.		DETAILS.	(a)	(b)	(c)
Abstract and minor head.	Sub-head.		Total Amount.	Per train mile. Total train miles, 2,263,438	Percentage of total working expenses. 68,21,544
E. I.		GENERAL ADMINISTRATION—(E. I—Total).	Rs. 1,63,729	As. 1.15	2.40
II		REPAIRS AND MAINTENANCE.			
	2100	Equipment—Total	32,167	0.23	0.47
		Total Repairs and Maintenance (E. II) ..	32,167	0.23	0.47
III		OPERATING EXPENSES.			
	3100	Pay, Wages and Allowances.—			
		3101. General operating staff (Inspectors, Canvassers, etc.)	14,697	0.10	0.22
		3102. Station Staff	3,45,277	2.44	5.06
		3103. Train Staff	71,058	0.50	1.04
		3104. Mileage and Overtime of train staff ..	33,639	0.24	0.49
		3105. Travelling Ticket Examining staff ..	23,931	0.17	0.35
		3106. Travelling and other Compensatory allowances to line staff, Traffic Inspectors and Canvassers	29,567	0.21	0.43
	3200	Stores, Stationery, Forms, etc.—			
		3201. Fires, lights and General Stores for stations and Traffic yards ..	22,123	0.16	0.33
		3202. Water and General Stores in trains ..	16,501	0.12	0.24
		3203. Clothing	18,282	0.13	0.27
		3204. Stationery, Forms and Tickets ..	42,453	0.30	0.62
	3300	Expenses on handling, collection and delivery of goods—Total	61,110	0.43	0.90
	3400	Expenses at out-agencies	1,598	0.01	0.02
	3500	Payments to other railways—Total ..	54,555	0.39	0.80
	3600	Conference hire and penalty charges on interchanged stock	30,091	0.21	0.44
	3700	Compensation for goods, etc., lost or damaged—	1,734	0.01	0.03
	3800	Miscellaneous Expenses—Total	—1,481	—0.01	—0.02
		Total Operating Expenses (E. III). ..	7,65,135	5.41	11.2
		TOTAL ABSTRACT E. ..	9,61,031	6.79	14.1

No. 30.—Working Expenses.—(Contd.)
TABLE F.—Expenses of General Departments.

Reference to Accounts.		DETAILS.	(a)	(b)	(c)
Abstract and Minor head.	Sub-head.		Total Amount.	Per train mile.	Percentage of Total working expenses.
				Total train miles. 2,263,438	
F-I		GENERAL ADMINISTRATION.	Rs.	As.	
	1100	London Boards .. ..	..	..	..
	1200	Charges in India for Government Supervision, control and Audit .. ..	..	..	..
	1300	Agent's and Divisional Superintendent's Offices ..	77,643	0.55	1.14
	1400	Accounts and Audit Department	1,97,615	1.40	2.89
	1500	Stores Department	81,713	0.58	1.20
	1600	Cash and Pay Department	21,400	0.15	0.31
	1700	Medical Department	35,985	0.25	0.53
	1800	Police	37,422	0.26	0.55
	1900	Miscellaneous expenses	—128	—0.00	0.00
		TOTAL GENERAL ADMINISTRATION (F-I) ..	4,51,650	3.19	6.62
II		REPAIRS AND MAINTENANCE.			
	2100	Equipment	1,552	0.01	0.02
		TOTAL REPAIRS AND MAINTENANCE (F. II) ..	1,552	0.01	0.02
		TOTAL ABSTRACT F ..	4,53,202	3.20	6.64

No. 30.—Working Expenses.—(Contd.)
TABLE G.—Miscellaneous Expenses.

G-I		GENERAL ADMINISTRATION.	Rs.	As.	
	1100	Law charges (less costs recovered)	656	0.01	0.01
	1200	Rents Rates and Taxes:—			
		1201 and 1202. Rents of buildings and lands—Total .. ..	..	..	..
		1203. Rates and taxes	6,000	0.04	0.09
	1300	Contributions to Provident Institutions ..	1,59,104	1.13	2.33
	1400	Gratuities	49,912	0.35	0.73
	1500	Compensation (other than those included in E. III)..	1,654	0.01	0.02
	1600	Educational grants	3,028	0.02	0.05
	1700	Health and welfare service	22,763	0.16	0.33
	1800	Publicity expenses	4,381	0.03	0.06
	1900	Miscellaneous items:—			
		1910. Fire protection of railway property ..	518	0.00	0.01
		1920. Expenses in connection with the I.R.C. A. ..	2,585	0.02	0.04
		1930. Miscellaneous contributions and grants ..	5,500	0.04	0.08
		1940. Sundry losses or gains	20	0.00	0.00
		1950. Unpaid wages	—5,658	—0.04	—0.08
		TOTAL GENERAL ADMINISTRATION (G. I.) ..	2,50,463	1.77	3.67
III		OPERATING EXPENSES.			
	3100	Indian charges and stores, excluding fuel etc. ..	50,856	0.36	0.75
	3200	Catering Department	2,046	0.02	0.03
	3300	Miscellaneous expenses	3,47,180	2.45	5.09
		TOTAL OPERATING EXPENSES (G. III) ..	4,00,082	2.83	5.87
		TOTAL ABSTRACT G. ..	6,50,545	4.60	9.54

No. 30.—Working Expenses—(contd).

TABLE H.

Expenses of Electrical Department.

Reference to Accounts.		Details.	(a)	(b)	(c)	(d)
Abstract and minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of Total working expenses.
				Total vehicle miles. (64,334,201)	Total train miles. (2,263,438)	
			Rs.	Rs.	As.	
H-I		GENERAL ADMINISTRATION—(TOTAL H. I.)	4,800	0'07	0'03	0'07
II	2100	REPAIRS AND MAINTENANCE.				
		Electric Traction.—				
		2110. Sub-Stations —				
		(2111) Running Repairs .. ..	..	..	..	..
		(2112) Workshop Repairs .. ..	..	..	..	..
		(2113—15) Transmission lines and traction control telephone wires ..	..	..	..	..
		2120. Overhead Equipment.—				
		(2121) Running repairs .. ..	..	..	..	..
		(2122) Workshop repairs .. ..	..	..	..	..
		Total (2110 and 2120) ..	..	..	..	..
		2130. Rolling stock traction equipment.—				
		Running Repairs.				
		2131. Multiple Unit stock .. ..	..	..	..	..
		2132. Electric Locomotive .. ..	..	..	..	..
		2133. Battery Locomotive .. ..	..	..	..	..
		Workshop Repairs.				
		2134. Multiple Unit stock .. ..	..	..	..	..
		2135. Electric Locomotive .. ..	..	..	..	..
		2136. Battery Locomotive .. ..	..	..	..	..
		2140. Body Work, under frames, bogies, etc.—				
		(2141) Running repairs .. ..	..	..	..	..
		(2142) Workshop repairs .. ..	..	..	..	..
		2150—80. Total other items .. ..	..	..	..	..
		Total (2100) ..	..	..	..	..
	2200	Electric General Services.—				
		2210. Electric Plant and Equipment ..	72,136	1'12	0'51	1'06
		2220. Miscellaneous Equipment .. ..	..	..	..	..
		2230. New Minor Works	3,959	0'06	0'03	0'06
		Total (2200) ..	76,095	1'18	0'54	1'12
	2300	Electric Communication Services.—				
		2310. Train Movement Instruments and Apparatus	1,05,326	1'64	0'75	1'54
		2320. Communication circuits and Apparatus ..	2,297	0'04	0'02	0'03
		2330. Miscellaneous Equipment	97	0'00	0'00	0'00
		2340. New Minor Works	2,044	0'03	0'01	0'03
		Total (2300) ..	1,09,764	1'71	0'78	1'60
		Total Repairs and Maintenance (H. II) ..	1,85,859	2'89	1'32	2'72
III		OPERATING EXPENSES.				
	3100	Electric Traction—				
		3110. Running staff .. ..	..	..	..	..
		3140. Electric current .. ..	..	..	..	..
		3150. Examiners, cleaners, oilers, etc. ..	..	..	..	..
		3160. Oil waste and other stores .. ..	..	..	..	..
		3170. Miscellaneous Expenses .. ..	..	..	..	..
		Total (3100) ..	..	..	..	..
	3200	General Services.—				
		3210. Supply of energy for Power and lighting ..	84,241	1'31	0'59	1'24
		3220. Other operating labour and stores ..	282	0'01	0'00	0'00
		3230. Miscellaneous Expenses	160	0'00	0'00	0'00
		Total (3200) ..	84,673	1'32	0'59	1'24
	3300	Communication Services.—				
		3310. Train Movement Instruments and Apparatus	33,749	0'52	0'24	0'50
		3320. Communication Circuits and Apparatus ..	31,946	0'50	0'23	0'47
		Total (3310 and 3320) ..	65,695	1'02	0'47	0'97
		3330. Miscellaneous	86	0'00	0'00	0'00
		Total (3300) ..	65,731	1'02	0'47	0'97
	3400	Deduct cost of energy supplied for works and purposes not chargeable to Revenue ..	—37,250	—0'58	—0'26	—0'55
		Total Operating Expenses (H. III). ..	1,13,154	1'76	0'80	1'66
IV		Appropriation to Depreciation Reserve fund. (H. IV. Total) ..	..	..	..	..
		TOTAL ORDINARY WORKING EXPENSES—ABSTRACT H. ..	3,03,813	4'72	2'15	4'45

No. 30.—Working Expenses—(Concl'd).

TABLES A—H.

Summary.

Details.	Total Amount.	Percentage of total.	Remarks.
1	2	3	4
	Rs.		
I.—General Administration	13,66,027	20.0	
II.—Repairs and Maintenance	19,17,355	28.1	
III.—Operating expenses	26,84,393	39.4	
IV.—Appropriation to Depreciation Reserve Fund ..	*8,53,769	12.5	
Total ..	68,21,544	100%	

* State owned portion:—		Rs.
Contribution to Depreciation fund .. .. .		.. 1,97,351
Portion owned by Jodhpur Darbar.—		
Actual expenditure on "Replacement and renewals" booked in the accounts ..		.. 6,56,418
Total ..		.. 8,53,769

No. 31.—Statement of Oil Consumption.

Item.	Heading.	Number.
	Lubricating oil used on engines (excluding shunting, sidings and departmental).—	
31.01	Total pints—(Passenger and mixed services)	92,310
31.02	Total pints—(Goods services)	23,537
31.03	Pints per 100 engine miles—(Passenger and mixed services) ..	4.94
31.04	Pints per 100 engine miles—(Goods services)	4.53
	Lubricating oil used on coaching, goods and departmental vehicles.—	
31.05	Total pints	53,963
31.06	Pints per 1,000 vehicle miles (Passenger and Goods) in terms of 4-wheelers	0.81

No. 32.—Statement of Electric multiple unit, Suburban train Statistics for the year 1938-39.—Nil.

No. 33.—Statement of Rail Cars (steam propelled and Internal Combustion Engine propelled) performance.

Item.	H e a d i n g .					Metre Gauge. 3'—3¾"
	Rail Car performance.					
	(i) Steam propelled.					
33·01	Average authorised stock (in terms of units).—					}
	(a) Rail Cars ..	..	..	..	..
	(b) Trailer Coaches	..	..	..	..
33·02	Average number on the line (in terms of units).—					
	(a) Rail Cars ..	..	..	..	..	}
	(b) Trailer Coaches	..	..	..	..
33·03	Mileage performed.—					
	(a) Car miles ..	..	..	..	..
	(b) Trailer Coach miles	..	..	..	..	}
	(c) Total (a + b)	..	..	..	..
	(d) Total seat miles (Car and Trailer)	..	..	..	..
33·04	Car miles per car day					}
	Car failures.—					
33·05	Number					
33·06	Car miles per car failure					
33·07	lbs. of coal consumed per 1,000 seat miles					
	(ii) Internal Combustion Engine Propelled.					
33·08	Average authorised stock (in terms of units).—					
	(a) Rail Cars ..	..	..	..	..	1
	(b) Trailer Coaches	..	..	..	..	..
33·09	Average number on the line (in terms of units).—					
	(a) Rail Cars ..	..	..	..	..	1
	(b) Trailer Coaches.	..	..	..	..	..
33·10	Mileage performed.—					
	(a) Car miles ..	..	..	..	..	4,967
	(b) Trailer Coach miles	..	..	..	..	Nil
	(c) Total (a + b)	..	..	..	..	4,967
	(d) Total seat miles (Car and Trailer)	..	..	..	..	59,604
33·11	Car miles per car day					13·6
	Car failures.—					
33·12	Number .. .. .					..
33·13	Car miles per car failure
33·14	Gallons of fuel consumed per 1,000 seat miles					7·21

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SECTION IV.

APPENDICES.

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Appendix B.—Details of working of company or State Collieries—Nil.

Appendix C.—Statement showing number of servants of all races employed on Jodhpur Railway (system) on 31st March, 1939 as compared with 31st March, 1938.

Department.	Years.	NUMBER ON 31st MARCH.											COST OF STAFF.					
		Europeans	Hindus.				Anglo-Indians domiciled Europeans	Sikhs.	Indian Christians.	Pariahs.	Other Communi- ties.	Total columns 4 to 10.	Grand Total columns 3+11.	Salary.	Provident Fund contribu- tion.	Gratuity.	Total.	
			Other than depressed classes.		Depressed classes.	Muslims.												Total columns 3 to 11.
			3	4 (i)															4 (ii)	5	6	7	8	9	10	11	12	13	14	15	16
1	2																	
(a) Agency	1938-39 1937-38	2 2	47 47	2 2	4 4	..	..	1 1	..	..	..	54 54	56 56	73,971 83,992	6,398 6,491	1,065 112	81,434 90,695
(b) Accounts	1938-39 1937-38	..	199 197	..	12 10	..	..	1 1	..	..	..	218 213	218 213	1,50,165 1,65,514	12,902 13,359	4,260 20,004	1,67,327 1,98,877
(c) Engineering	1938-39 1937-38	6 5	3,028 2,520	256 384	556 454	1	..	12 6	..	..	..	3,353 3,365	3,859 3,370	7,78,488 7,29,917	22,872 23,813	3,773 4,623	8,05,133 7,58,353
(d) Transportation } (e) Commercial }	1938-39 1937-38	4 4	1,112 1,109	54 92	174 183	6 3	..	8 6	..	..	..	1,354 1,393	1,358 1,397	6,94,224 6,90,409	45,124 42,968	13,745 28,890	7,53,093 7,62,267
(f) Mechanical Engineering	1938-39 1937-38	10 10	1,101 1,207	351 333	1,055 1,105	18 21	10 13	69 72	2 2	10 8	..	2,616 2,761	2,626 2,771	11,20,607 11,16,451	60,443 58,517	25,078 39,569	12,06,128 12,13,567	
(g) Stores ..	1938-39 1937-38	..	130 127	7 7	24 21	1 1	..	5 4	..	..	..	167 160	167 160	77,408 70,100	5,793 9,057	1,500 291	84,701 79,448
(h) Medical	1938-39 1937-38	..	25 24	3 3	1 1	..	..	1 1	..	..	..	30 30	30 30	16,786 16,249	806 948	..	17,592 17,197
(i) Telegraph	1938-39 1937-38	..	133 99	1 ..	6 9	..	..	..	..	..	..	140 112	140 112	64,057 56,674	4,519 4,481	225 957	68,501 62,112
(j) Watch and Ward ..	1938-39 1937-38	..	76 68	..	19 20	..	..	..	..	..	..	95 88	95 88	24,160 24,600	247 198	266 268	24,673 25,066
(k) All other Departments	1938-39 1937-38	..	16 16	..	..	..	..	..	..	..	..	16 16	16 16	10,980 11,282	..	..	10,980 11,282
(l) Total ..	1938-39 1937-38	22 21	5,867 5,414	674 821	1,851 1,807	26 25	24 21	89 94	2 2	10 8	..	8,543 8,192	8,565 8,213	30,10,846 29,64,188	1,59,104 1,59,832	49,912 94,744	32,19,892 32,18,764	
(m) Indian Audit, and Accounts Service (or Deptt.)	1938-39 1937-38	..	..	..	..	..	..	1	..	..	..	1	1	34,270 20,619	1,850	..	34,270 22,469
(n) Grand Total	1938-39 1937-38	22 22	5,967 5,414	674 821	1,851 1,807	26 25	24 21	90 94	2 2	10 8	..	8,544 8,192	8,566 8,214	30,45,116 29,84,807	1,59,104 1,61,682	49,912 94,744	32,54,132 32,41,233	
(o) Total Number— (i) Open Line ..	1938-39 1937-38	21 22	5,447 5,414	673 821	1,790 1,807	26 25	23 21	90 94	2 2	10 8	..	8,061 8,192	8,082 8,214	30,10,975 29,84,807	1,57,839 1,61,682	49,912 94,744	32,18,726 32,41,233	
(ii) Construction	1938-39 1937-38	1 ..	420 ..	1 ..	61 ..	..	..	1	..	..	..	483 ..	484 ..	34,141 ..	1,265	..	35,406 ..

APPENDIX D.—(Contd).

TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent Way, etc., reported during the year ending with the 31st March 1939, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line .. .. .	..	2	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines. ..	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains.— (a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	6	..	6	..	..	..	..	..	..	..	..
8. Other derailments.— (a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes .. .. .	..	4	4	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock.—											
(a) Failures of engines due to faulty design, material or workmanship in the mechanical Department											
(1) Boilers and tubes .. .. .	..	..	..	..	..	..	..	..	..	..	..
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise).											
(2) Machinery, springs, etc. ..	..	..	..	..	..	..	..	..	..	..	..
(To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included).											
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) Boilers and tubes .. .. .	..	2	2	..	..	..	..	..	..	..	..
(To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise).											
Carried Over ..	6	8	14	..	..	..	..	..	..	..	..

TABLE No. 2.—TRAIN ACCIDENTS—(Concluded.)

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under Section 83 of the Indian Railways Act, 1890 (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought Forward ..	6	8	14	..	..	..	..	..	..	..	..
(2) Other causes ..	..	27	27	..	..	..	..	..	..	..	..
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included).											
(c) The failures of tyres ..	..	..	..	..	..	..	..	..	..	..	..
(d) The failure of wheels ..	..	..	..	..	..	..	..	..	..	..	..
(e) The failure of axles ..	..	..	..	..	..	..	..	..	..	..	..
(f) The failure of brake apparatus ..	..	..	..	..	..	..	..	..	..	..	..
(g) The failure of couplings and draft gear.	..	11	11	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures ..	..	1	1	..	..	..	..	..	..	..	..
(To include all failures to rolling stock which are not covered by items 9 (a) to 9 (g).											
10. Accidents, due to failure of permanent way, etc.—											
(a) Broken rails ..	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. ..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way ..	3	..	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments.	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains ..	1	..	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts ..	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents.—											
(a) Passenger trains travelling in the wrong direction through points but not derailed ..	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line ..	..	65	65	..	..	..	..	..	..	..	..
(c) Train Wrecking (when as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment of a train or portion of a train is derailed or seriously damaged) ..	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking (when wilful obstruction, or tampering with the permanent way, formation structures or equipment if detected, which if not remedied is likely to have resulted in an accident to a train, but no accident has actually occurred) ..	1	..	1	..	..	..	..	..	..	..	..
(e) Train running into road traffic at level crossings (when road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above ..	..	1	1	..	..	..	..	..	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(when such obstructions have not been wilfully placed on the track e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train) ..	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous ..	..	1	1	..	..	..	..	..	..	..	..
Total ..	11	118	129	..	..	..	..	..	..	..	..

NOTE—Average No. of persons employed—5,081

APPENDIX D—(contd.)

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1939, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at Stations
2. By being struck by barrows, or by falling over packages, etc., on platform
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons
5. Whilst moving or carrying goods at stations, etc.
6. Whilst working at cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on or off stationary engines or vehicles
9. From falling off platforms, scaffolds, ladders etc.
10. By stumbling whilst walking on the line or platforms
11. Whilst attending to stationary engines in sheds
12. By being trampled on or kicked by horses
13. Whilst working on the line or in sidings
14. Miscellaneous	1	1	..	..	1	1	2
Total	1	1	..	..	1	1	2

(a) See rules 11 and 12 of Railway Board's Notification No. 390-5. T-23 of 29th August, 1923.

APPENDIX D.—(Contd.)

TABLE No. 4.

Return of accidents occurring during the year ending with the 31st March, 1939 on the Jodhpur Railway.

N. B.—Accidents entered in Table No. 4 are not to be entered in any other tables of the return.

	Number of accidents.	SERVANTS		OTHERS	
		Killed	Injured	Killed	Injured
1. In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered) ..	36	1	35	..	..
2. On new works not opened for traffic ..	1	..	..	..	1
3. On lines under construction ..	..	..	..	..	..
4. On lines not used for the public carriage of passengers, animals and goods ..	..	..	..	..	..
5. The steamers or flats working in connection with the railway ..	..	..	..	..	..
Total ..	37	1	35	..	1

APPENDIX D.—(Concluded)

TABLE No. 5.

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1939, on the Jodhpur Railway.

CAUSE.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental	2	50%
2. Want of caution or misconduct on the part of the injured person	2	50%
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working
5. Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.
Total	4	100%

APPENDIX E.

Statement of rolling stock fitted with automatic brakes, vehicles, lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March, 1939.

Item.	Heading.	Number or percentage.
1	Gauge	Metre.
	<i>Locomotives—</i>	
2'01	Total number on the line	103
2'02	Number fitted with automatic brakes	90
2'03	Percentage of total	87.4
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
3'01	Total number	360
3'02	Number braked	325
3'03	Percentage of total	90.3
3'04	Number piped	31
3'05	Percentage of total	8.61
	<i>Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service but excluding brake and their dummy trucks).—</i>	
4'01	Total number	2,899
4'02	Number braked	310
4'03	Percentage of total	10.7
4'04	Number piped	77
4'05	Percentage of total	2.66
	<i>Passenger Vehicles—</i>	
5'01	Total number on the line	32
5'02	Number fitted for lighting with gas .. .. .	..
5'03	Percentage of total .. .. .	..
5'04	Number fitted for lighting with electricity	32
5'05	Percentage of total	98
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
6'01	Total number	13
6'02	Number provided with latrine accommodation	13
6'03	Percentage of total	100%
	<i>Third Class—</i>	
6'04	Total number	99
6'05	Number provided with latrine accommodation	99
6'06	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation—</i>	
6'07	Total number	119
6'08	Number provided with latrine accommodation	119
6'09	Percentage of total	100%
6'10	Total number of lower class carriages	231
6'11	Number provided with latrine accommodation	231
6'12	Percentage of total number	100%

Item No. 2'01—No. 103 includes one engine employed for shunting in shops.

Item No. 3'01—Excludes—

(i) State Saloons	7
(ii) Relief or Accident vans	5

Includes—

(i) Officers Saloons Bogie	4
(ii) Officers Saloons 4-wheeled	13
(iii) Inspectors Rest vans 4-wheeled	7
(iv) Driver's or Train crews rest van and 1 welding plant operating staff rest van 4-wheeled	18

Item No. 3'02—Excludes Accident van bogie	1
Item No. 3'04—Excludes Relief or Accident vans 4-wheeler	4
Item No. 4'01—Excludes 1 Crane and its Dummy truck	2
Item No. 4'01—Includes Departmental wagons such as,—	
Water tanks travelling	61
Store Vans	6
Wheel van	1
Open and covered wagons 4-wheeler for moving scrap material between shops and stores	5
Covered wagon for welding plant	1
Covered wagons for housing Motor trollies	7
Low-sided open wagons with small tank	5

Item No. 5'01—Includes 4 Dinning Cars Bogie.

Item No. 6'07—Includes 1st and 2nd class forming part of the whole carriage including Inter & 3rd class as—

1st, 2nd and inter class bogie	9
1st, 2nd, Inter and 3rd class bogie	20
2nd and Inter class 4-wheeler	1

<i>Item.</i>	<i>Heading.</i>								<i>Amount.</i>
1	<i>Cost of the Police Force—</i> Contribution to Provincial Governments for Police.. .. .								Rs. 9,290
2	<i>Cost of Watch and Ward Staff—</i>								
2'01	Watchmen	24,160	
2'02	Contingencies	3,972	
3	Total cost to the Railway	37,422	
4	<i>Total cost—</i>								
4'01	Per route mile	35 47	
4'02	Per train mile	0'02	